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American Railroad Journal.

New York, Saturday, October 5, 1878.

"Kin Beyond Sea."

In the last number of the *North American Review* is an article by Mr. Gladstone, ex-Premier of Great Britain, bearing the same title as this, *Kin Beyond Sea*. The *Kin* referred to are ourselves, the Americans, and the article is a comparison of the present condition of our country with England, with the possibilities and probabilities of the future. The world-wide fame and recognized ability of the writer make this singular article still more interesting and peculiar than it would be if coming from an ordinary man.

Mr. Gladstone is a man of broad comprehension and grasp; exceedingly matter of fact and practical in his statements, although not by any means free from idiosyncracies and personalities of thought and reasoning. But the vigor of his intellect is unquestioned. He alone is to-day the peer, the rival of Disraeli; and while less keen and subtle than his great antagonist, his reasoning is more logical and just and his judgment more substantial and correct.

After giving us credit for great patience and endurance in times of adversity, Mr. Gladstone predicts for us a remarkable future. We are des-

tined he believes to speedily outstrip England in the race for national prosperity and wealth. He plainly intimates that England is now entering upon her decadence. That having reached her highest point of national greatness, she has now commenced the retrograde in accordance with natural laws that apply alike to individuals and nations.

Of America and Americans Mr. Gladstone speaks plainly and candidly. Very few of us will agree with him in all of his statements or conclusions. Here and there he is plainly in error; but in the summing up he reaches a conclusion that the world has long been accustomed to look upon when delivered by Americans as bombast and bragging. Mr. Gladstone believes that we are the Future Great People of the world.

It is very curious, and amusing as well, to read the criticisms and comments of the current English press upon this article of Mr. Gladstone's. Many of the papers attack him savagely for his want of patriotism in saying what he has of England and her interests as compared with another nation. Even if it should prove to be all true that he has stated of the present and predicted for the future, why proclaim it to the world? they say. And, having been the honored son of the English nation, having been the chosen guardian of English laws and liberties, why sink national pride and patriotism and yield the highest honors to another? Certain it is that Mr. Gladstone's course has been very mortifying to English self-esteem, however manly and honest it may be to speak out honest convictions.

In our brief space we can do little more than to commend to the readers of the JOURNAL, and all others, thinking Americans, a careful study of the probabilities and possibilities of our national future as presented by one of the greatest men of our times. It is well to see ourselves as others see us. If, as some of us believe, our destiny will be to feed and clothe while helping to civilize and humanize the less favored lands of the globe, it is a high calling. Our natural resources are not equaled by any other nation. If the world this year can wear the cloth made from our 5,000,000 bales of cotton, who are to be the wearers of the additional million bales we are able to raise next

year? If we are now able by our machinery to make one-tenth more of merchandise than we require, who is to buy this and other tenths in the future? Last but not least, if with a population of 45,000,000 we are already raising food enough for 100,000,000 people, where and how can we best distribute this vast surplus.

These are some of the problems that will naturally present themselves to the American mind after reading Mr. Gladstone's "Kin Beyond Sea."

Central Railroad of New Jersey.

The Central Railroad Company of New Jersey, to secure payment of 5,000 bonds of \$1,000 each, on September 1, 1876, mortgaged to Samuel Knox and John Kean, as trustees, for the benefit of bondholders, all the franchises, rolling stock, depots, etc., etc.; also 15,000 shares of the capital stock of the New York and Long Branch Railroad Company (par value, \$1,500,000); also 132,000 shares of capital stock of the Lehigh and Wilkesbarre Coal Company (par value \$6,600,000); also 8,000 shares of the High Bridge Railroad Company (par value, \$800,000); also 2,000 shares of the Longwood Valley Railroad Company (par value, \$200,000), and also 30,000 shares of capital stock of the American Dock and Improvement Company (par value, \$3,000,000.) The mortgage, which was recorded in liber 1,336 of mortgages, page 59, at the Register's office, on February 15, 1877, was canceled of record on the 27th of September, 1878.

The Finance Committee of the Ogdenburg Railroad voted on the 30th ult., that "Whereas the net earnings of the road for the past six months are insufficient to pay the dividend on the preferred stock October 1, 1878, it is hereby resolved that payment of dividend thereon be postponed until the accumulated net earnings are sufficient therefor."

At a recent meeting of the stockholders of the Rutland Railroad Company, in order to provide for the out-standing equipment bonds, provision was made for the issue of a new five per cent bond secured by a mortgage on the same equipment, and in addition thereto, by a second mortgage upon the road itself, thereby adding to the security. It is proposed to exchange the out-

standing equipment bonds for the new bonds, and to fund the coupons on the old bonds until the maturity of the same.

Northern Pacific Railroad.

To the Stockholders of the Northern Pacific Railroad Company:

The directors respectfully submit the following report for the year ending September 1st, 1878:

OPERATIVE DEPARTMENT.

The business of the road has continued to increase in a very satisfactory manner; the gross earnings of the year being \$1,193,381 90, and the expenses \$631,302 21; leaving a net balance of \$562,079 69, or a net increase over last year of \$169,881 22.

This increase comes wholly from the local business; competition with other lines and with the Missouri river having affected the bulk and rate of the remote traffic, so as to show a slight falling off from the through receipts of last year.

The several divisions of the road have been operated without accident, and they have been maintained in good working order. Many improvements have been made, both in the road and its equipment. Its condition is fully up to the average of the railroads of the country. For details of work accomplished east of the Missouri, reference may be had to the abstract from the report of the general manager of the Minnesota and Dakota divisions, appended hereto.

The wear and tear of the growing business of the road will soon require new rails to be laid on the 140 miles between Brainerd and Fargo, this portion of the line being subject to much heavier traffic than any other. We think that steel rails should be put down on this section whenever the present iron ones require renewal.

LAND DEPARTMENT.

The operations of this department during the year have been exceedingly active; the amount of land disposed of being nearly three-quarters of a million acres, as per following details of sales and receipts:

Land sales:

In Minnesota.....	81,840 acres, for	\$389,385 27
In Dakota.....	660,019 " "	2,974,711 78
In Pacific div.....	4,774 " "	15,386 27

Total.....749,633 acres, for \$3,379,432 32

Timber sales:

Minnesota division.....	\$23,964 91
Pacific division.....	385 10
	24,350 01

\$3,403,782 33

Town lot sales:

Fargo.....	\$5,830 00
Mapleton.....	150 00
Casselton.....	2,685 00
Audubon.....	160 00
Wadena.....	420 00

9,245 00

\$3,413,027 33

In payment of above there has been received:

Preferred stock.....	\$3,359,376 95
Cash and contracts.....	53,650 38

\$3,413,027 33

The absorption of government lands within our grant, during the year, has been even larger than the railroad sales.

During the twelve months ending with June last, the following entries were made in the government land offices:

St. Cloud, 807 entries.....	87,597 acres.
Detroit, 2,450 ".....	866,719 "
Fergus Falls, 2,014 ".....	271,274 "
Fargo, D. T., 3,921 ".....	586,734 "
Bismarck, 69 ".....	11,092 "

Total, 9,361 entries,.....1,823,416 acres.

These entries are made only under the pre-emption, homestead, and free culture acts, all of which require occupancy and cultivation.

In correction of a prevalent impression that capitalists take up large areas to hold for speculation, we take this occasion to state, that the great majority of purchasers carry but the ordinary sized farms of from eighty to three hundred and twenty acres, and that the average holding of all the purchasers who have taken lands of the company, is less than six hundred acres; while most of the larger purchasers are cultivating on a scale proportionate to their holdings.

In the nice counties of Minnesota and seven counties of Dakota, intersected or accommodated by this road, the area under cultivation this year, to all crops, was nearly 250,000 acres, of which 185,000 acres was in wheat. The new breaking, already accomplished, in the same counties, will add 133,000 acres for their next year's crop.

The population has increased 40 per cent in nine months. More fortunate than the settlers in many other portions of the west, where extreme heat and violent storms have successively injured or diminished the crop, the wheat growers on the line of the Northern Pacific have, in each of the past four years, been able to show highly favorable returns for their labor, and this year the product has been, beyond precedent or comparison, almost universally perfect and bountiful.

The lands of the company in the Red River valley having been mostly taken up, attention has been paid to developing the upland prairies of Dakota and the lands of the Missouri slope. The experiments thus far are eminently successful. The culture this year of wheat and oats in the counties of Stutsman and Burleigh has demonstrated, beyond all doubt, the capacity of the soil for profitable cultivation of all small grains, the products of this year being equal in quality and quantity per acre, to any in the Red River valley. From a field of fifty-five acres, near Jamestown, wheat averaged thirty-four bushels per acre, weighing sixty-one pounds per bushel. On the same farm, oats yielded fifty bushels per acre, and weighed thirty-eight pounds per bushel. From Bismarck the yield of wheat is reported at twenty-three bushels per acre, and rates number one. From a field of three hundred and twenty acres of oats at same place, the yield is fifty bushels per acre, weighing thirty-eight pounds per bushel.

The progress of the land department on the Pacific division is not so satisfactory. Under the plan of re-organization, only the lands east of the Missouri river were made exchangeable for stock; and the Pacific coast lands being under the treble disadvantage of cash sales, a heavy covering of forest, and comparative inaccessibility, have thus far sold very slowly. The sales of this year are less than 5,000 acres, and the aggregate sales to this time, including all exchanged for bonds before the re-organization, are only about 176,000.

At the annual meeting of 1876, the stockholders instructed the board to take into consideration the expediency and legality of authorizing the exchange of the lands on the Pacific coast for preferred stock; and if their conclusions were favorable, to report a plan for such exchange.

The board is advised that there is no legal obstacle in the way of such an exchange, when properly authorized by the corporation, and in view of the apparent hindrance to occupation and improvement growing out of the present cash system, the net results of which are insignificant, they now recommend that suitable action be taken at the annual meeting to authorize such exchange, subject to a small percentage of cash payment required for maintaining the local land department of that division.

PACIFIC DIVISION.

The outlays required during the past year for renewal of perishable structures on this division have been large, aggregating about \$20,000. In many cases, however, the work done has been of a permanent character, wooden trestles having been replaced by solid embankments of earth and stone, at of olders as used southern localities.

The gross earnings of the division included in the general exhibits of this report were \$123,378 96 and the ordinary expenses were \$80,949 94. The extraordinary expenses for renewals and improvements were \$21,020 55.

Further explorations have been made, looking toward the extension of the branch over into the valley of the Columbia, and a party under the personal supervision of our chief engineer, W. Milnor Roberts, is now surveying the line across the Cascade mountains, by way of the Cowlitz pass. These surveys are yet incomplete, but show a practicable pass, at an elevation of about 4,000 feet above the sea. The construction of this line would, it is supposed, shorten the distance between the valley of the Upper Columbia and Puget sound, about one hundred miles.

The development of the coal mines has been slower than was anticipated at the date of the last report.

They were first opened above water level, by a gangway, which proved, when about eight hundred feet in, to be too near the surface. After some time had been consumed in prospecting for other surface openings, it was determined, on the advice of the mining engineer, to sink a slope in the vein (which has a pitch exceeding sixty degrees) three hundred and fifty feet deep, and to work this vein in connection with four contiguous ones, from this lower level.

Some faults have been encountered, causing the progress of the work to be slow, but the slope is now down about two hundred and fifty feet and progressing favorably. The engineer hopes to commence regular mining within sixty days.

These unexpected delays and difficulties, growing out of the broken state of the strata in that volcanic country, are a source of annoyance, but are perhaps only in accord with the usual experience as to time required for fairly opening a mine. The work being of a character admitting but a small force of labor, the cost has been comparatively light.

The quality of the coal is all that was expected. It is the only true coal yet opened on the Pacific coast, the only coal found there that will coke, or can be used in the forge fire, and will be in general demand as soon as it can be put on the market.

FINANCIAL.

The statements of the treasurer, published with the several annual reports, show that the earnings of the road in the three years since the reorganization of the company, after deducting operating expenses, aggregate.....\$1,238,820 59

Which has been expended as follows:

For the retirement of old claims, secured by collaterals and sundry organization expenses.....	421,844 50
For construction on the branch line	552,732 17
For opening the coal mines, including the construction of coal bunkers, machinery, &c.....	41,154 77
For constructing and renewing wharves at Tacoma.....	19,310 78
For snow fencing, raising track, sidings, buildings, and other improvements charged construction on Dakota division.....	82,480 46
For sidings, buildings, and other permanent improvements charged construction on Minnesota division.....	81,863 92
For ditto Pacific division.....	81,856 43
For taxes.....	29,718 38
For general and legal expenses, interest, telegraph, surveys, and sundry miscellaneous payments.....	77,909 18
	\$1,238,820 59

The cash assets and liabilities are stated in the treasurer's report. There is no incumbrance on the railroad or landed property of the company.

EXTENSION WEST OF THE MISSOURI.

During the past season a commission, consisting of the resident engineer of the Eastern division, a prominent western stockholder of well affirmed good judgment, and several experienced contractors were sent out to explore the 205 miles of surveyed line between the Missouri and Yellowstone rivers, with the especial purpose to observe the quality of the lands, and their probable availability for raising money to construct that division.

The report of the party was favorable. They found the lands to be of good quality for cultivation and grazing. They also report that the coal found from fifty to seventy miles west of the Missouri, is abundant and well adapted for domestic and steam fuel.

It is deemed of the utmost importance by the directors that this division, between the Missouri and the Yellowstone, be put under contract, in whole or in part, for construction at the earliest day practicable.

THE ST. PAUL CONNECTION.

At the last annual meeting, the subject of securing the completion and use of a line of railroad in the Mississippi valley to connect Brainerd with St. Paul, was submitted to the stockholders, and, by a resolution then adopted, the action of the Board, in subscribing to a majority of the stock of the Western Railroad Company of Minnesota, organized to build said road from Brainerd to Sauk Rapids, was approved and confirmed. The board was also authorized "to lease said road when completed, at a suitable rental, such as shall cover the interest on the securities issued to construct the same."

The road was completed and opened for traffic in November last, and was operated for account of its owners until the first day of May last, when it was leased to this company for a term of ninety-nine years, upon an annual rental of thirty-five per cent of the gross earnings of said Western Railroad, for the first five years, and forty per cent thereafter; with a guaranty that in each year the rental shall be equal to the annual interest at seven per cent on the outstanding bonds of said Western Railroad Company; which bonds are not to exceed ten thousand dollars per mile of said road.

The operations of this branch are proving satisfactory to both parties—the thirty-five per cent of gross earnings yielding to the Western Railroad a surplus over the minimum rent named in the lease, and the sixty-five per cent yielding the Northern Pacific a surplus over the cost of running and maintaining the road.

The opening of this branch shortens the distance between St. Paul and the west eighty-seven miles, as compared with our former route, by way of the St. Paul and Duluth road, and enables this company better to compete for the business of the Red River Valley.

The railroad between Sauk Rapids and St. Paul is at present controlled by the trustees of certain mortgages made by the First division St. Paul and Pacific Railroad Company. Upon the opening of the road from Brainerd to Sauk Rapids, arrangements were entered into with these trustees, whereby our trains ran over their road, making St. Paul, practically, one of the terminal points of the Northern Pacific. This arrangement still continues, but the conflicting interests of the parties render harmonious action so difficult that arbitration has already been resorted to for an adjustment of outstanding disputes. It has become manifest that the interests of this company demand a firmer and more satisfactory connection between their leased line and the railroads centering at St. Paul and Minneapolis, and that if suitable and permanent arrangements cannot be made on the line now in use, we must look elsewhere for relief.

These cities have now reached an aggregate population estimated at 90,000. They are great centres of mercantile and manufacturing enterprise in the northwest, and seen destined to maintain their supremacy by growing up with the country. And they are the centering point for

all the avenues of traffic east and south. The importance of a permanent connection with them, under the sole control of this company, cannot be over estimated.

The people of Minneapolis and St. Cloud, and intervening towns on the west bank of the Mississippi, propose to secure for us this connection. They have organized a company to construct a railroad from Sauk Rapids to Minneapolis, and are now at work completing their surveys and location. They invite the company to rent their road, when completed, on terms similar to the lease of the line between Sauk Rapids and Brainerd, and offer in the same manner the controlling interest in their stock.

We recommend that the board be authorized to enter into suitable agreements with these parties, for the encouragement of the construction, and for the control of this connecting link.

BUSINESS WITH MANITOBA.

Until within a year, nearly all the traffic between the Canadian province of Manitoba and the States, or Eastern Canada, passed over the Northern Pacific Road, between Duluth and Moorhead, or between Thompson Junction and Glynndon.

Since the opening of the line between Breckenridge and the St. Vincent branch, the parties controlling that line from St. Paul to Fisher's Landing, in combination with the Red River Transportation Company, have refused us the use of their lines north of Glynndon for St. Paul business, and, in the heat of a controversy recently submitted to arbitration, went so far as to refuse us a connection for Duluth business, and to haul the same 174 miles extra distance, to avoid using our road.

The traffic of the province is large, and of growing importance. Most of it would naturally pass over 244 miles of our road between Duluth and Glynndon. As an all-rail connection is about to be completed between our line at Glynndon and the capital of the province at Winnipeg, it becomes a matter of serious interest to maintain our proper relations with that country.

The possible necessity for seeking an independent connection, induced us to order a survey the past summer, west of the Red River, from our road to the province line, there connecting with the Pembina branch of the Canadian Pacific, now under construction. The report of our engineer shows the distance to be about 150 miles; the country almost a dead level, and the soil equally as good as that under cultivation on our road west of Fargo. Reports from reliable examiners indicate that this belt of exceptionally fertile land, on the west side of the river, averages not less than seventy miles wide, for the 150 miles from the Northern Pacific Railroad to the province line, and that its extent within and beyond the province is even greater. All the lands of the company in this valley, west of the river, for fifty miles north of the road, are already taken up, and settlers are rapidly pushing on to the northward. Within a very short time a railroad through this tract will be a necessity, for the accommodation of the local business.

We believe, therefore, that the interests of this company will be promoted by encouraging now the construction of a railroad to accommodate this fertile belt, and to secure our permanent connection with Manitoba.

All of which is respectfully submitted,

By order of the board,

CHARLES B. WRIGHT, President.

NEW YORK, 23 Fifth Ave., Sept. 25, 1878.

The sale of the New York, West Shore and Chicago Railroad, which was to have taken place under foreclosure on the 27th ult., has been postponed until the 28th of October, to enable the holders of bonds who have not yet signed the proposed plan of reorganization to do so, and so save the franchise. The total amount of outstanding defaulted bonds is \$7,000,000. The holders of \$5,000,000 have signed. Of these, \$3,-

000,000 are owned by ex-Gov. Page, President of the Construction Committee. Only two miles and a half of road are built.

Continental Telegraph Co.

The Continental Telegraph Company, the latest opposition to the Western Union Telegraph Co., has laid a cable from the foot of Cortlandt-street, New York, to the Cunard wharf, Jersey City, and another across the Passaic river at Trenton. This completes the line to Philadelphia. A short time ago the Philadelphia Common Council refused to grant the company the right of way through that city. This difficulty has been overcome by the purchase of right of way through private property, and an extension has been made eight miles further south. The company will have offices open the early part of next week, and will be prepared to do business at once to Philadelphia, and shortly afterward to Washington. They propose to build to the West, and elsewhere, as soon as possible. The Central Union Telegraph Company, which has built a line between Oswego and Syracuse, and is preparing to extend it to New York, will combine with the Continental.

The following gentlemen have been elected directors of the Gold and Stock Telegraph Company for the ensuing year: Norvin Green, Tracy R. Edson, James H. Banker, Augustus Schell, Anson Stager, William M. Bliss, George Walker, Hamilton McK. Twombly and Samuel P. Barger. The officers are: Norvin Green, President; Geo. Walker and Geo. B. Prescott, Vice-Presidents; and the President and Vice-Presidents, with Messrs. Barger, Edson, Banker and Twombly, constitute the Executive Committee.

The Rogers Locomotive Works, Paterson, N. J., are taking out one of their Railroad Track Scales and replacing it with one of Riehle Bros. (Phila.) Improved Self-Adjusting Scales of 100,000 lbs capacity. This is the style of scale that was pronounced by the Judges at the World's Fair 1876 "as offering the greatest guarantee of accuracy and durability" over all others on exhibition. Riehle Bros. did not exhibit at the Paris Exhibition.

A Richford (Vt.) dispatch says that Asa B. Foster, manager of the South Eastern Railway, has returned from England, and it is reported that he succeeded in getting the funds promised his father for the completion of the Sorel Railway from Sutton to Sorel, Quebec, 95 miles in length. Work is being pushed rapidly, and soon trains will run from Sutton to Waterloo, and by Jan. 1 the entire road is to be completed.

The report of the Quebec city engineer upon the North Shore Railway states that 71 per cent of the work is done, and that the condition of the work is very satisfactory. This is confirmed by the report of Mr. Light, C. E., chief engineer of the road, who says that the Terrebonne bridge will be finished by November 1st, and St. Vincent de Paul reached before sleighing begins.

The morning train on the Pennsylvania Railroad from Philadelphia to New York does the distance, 89 miles, in 1 hour 54 minutes, with one stop, and returns in 1 hour 48 minutes, with two stops—a rate of nearly 50 miles an hour one way, and of over 50 the other.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,081	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	295,793	204,447	2,486,583
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	275,042	342,822	335,078	246,778	2,679,108
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,326	171,533	138,995	129,554	1,249,860
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	.....	.....	.....	.....	.....
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,420,535	1,696,000	1,597,000	1,347,000	16,676,107
1878.....	1,125,000	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1875.....	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,860	355,537	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,798	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	563,728	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	854,342	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,366	1,471,214	1,138,119	1,28,748	12,176,162
1878.....	997,780	1,004,194	994,864	1,138,474	1,346,003	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	898,065	960,198	917,447	957,734	829,300	.....	.....	.....	.....	.....	.....
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,582	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,188,999	1,183,134	892,027	669,921	8,114,894
1878.....	706,000	668,000	663,000	785,000	799,000	636,000	648,000	523,000	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,358	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,189	49,944	51,400	68,052	57,502	74,276	84,572	.....	.....	.....	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	119,719	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	132,148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1874.....	582,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	592,680	500,027	542,471	523,352	594,168	536,110	589,863	660,697	.....	.....	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	.....	.....	.....	.....	.....
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	390,993	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,290	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,943	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
Michigan Central:													
1877.....	464,052	512,472	534,213	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	543,877	510,136	578,432	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	.....	.....	.....	.....	.....
Missouri Pacific:													
1877.....	265,903	265,339	330,120	332,169	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	294,811	279,866	362,772	334,535	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,666,258	1,732,964	1,438,733	938,030	11,240,831
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	401,700	512,200	452,946	522,100	4,496,217
1878.....	389,400	341,900	349,900	287,200	270,329	253,600	290,200	359,100	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	282,879	271,230	236,337	236,082	229,338	218,479	255,838	232,990	328,124	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,080	227,178	171,856	193,928	302,026	323,088	349,556	313,176	295,637	3,147,173
1878.....	264,289	234,661	299,825	248,522	258,132	205,733	237,629	309,103	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,722
1876.....	99,208	112,261	162,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 240,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	91-92	112
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	108
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	8	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	80
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	108	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	103	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	100	
Albany Loan.....	933,000	6	"	"	1886	....	Consol. Mortgage for \$2,000,000.	357,200	6	"	"	1893	....
Cohosol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	28
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	37
General Mortgage.....	3,987,000	7.3	Jan. & July.	New York.	1896	110	Mass. L. (see'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Boston and Lowell:						
1st M., E. R. I., guar. by Pa. R. R.	3,935,000	7	April & Oct.	Phil. or Lond.	1890	83 1/2	Bonds (Wharf Purchase).....	200,000	8	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,405,900	7	"	Pittsburg.	1894	23	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	113
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	113 1/2
1st Mort. guar. by C. B. & Q.	388,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	103 1/2
Androscoquin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	93-94	116
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102 1/2
Ashabula, Youngstown & Pitts:							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1898	115 1/2
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. atax fr.	3,630,000	6	Apr. and Oct.	New York.	1906	....
1st Mortgage.....	3,760,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	107 1/2	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,366,500	7	April & Oct.	Boston.	1900	106 1/2	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bost.	1879	92	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,885,000	7	April & Oct.	"	1903	100	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	489,500	12	Jan. & July.	Boston.	....	....	Mort. bonds (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	102	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	101	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	107	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1905	....
Macon & West. (Atlanta D.) b'de	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	5,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	113	1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	103
Loan of Loh. C. & Nav. Co. (au'd)	2,310,000	7	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	....	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	88	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	101
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	104
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	"	"	1899	98
1st Mort. 30 years bonds, (gold)	25,883,000	8	Jan. & July.	New York.	'95-'96	106	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	119
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	104	2d Mort. (")	1,315,000	7.3	"	"	1898	105
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	"	1902	100
2d Mort. (Govern'm't Subsidy)	27,855,680	6	"	U.S. Treasury.	'95-'99	103	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	103	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'83-'92	92	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. Okld. & Ala.)...	500,000	8	"	"	1890	....	Consol. Mort. for \$35,000,000...	5,861,000	7	Jan. & July.	"	1905	97
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	"	1900	99	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,278,000	6	"	"	1890	96	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1885	106
Central Vermont:							General 1st Mortgage (193 m.)	3,477,800	7	"	"	1885	107
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	12	Funded coupons (193 m.)	708,600	7	May & Nov.	"	1883	107
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	108
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	109
Income and Extension Bonds...	1,005,600	8	May & Nov.	"	1902	24	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	"	"	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	40	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	26	Mississippi River Bridge.....	168,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	26	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	110
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W. R'y)	4,693,000	7	F. M. A. & N.	"	1915	110
Cent. Vt. (Vt. & Ca. Mort.) b'de	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	12,843,000	7	June & Dec.	"	1902	132
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	5,160,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1896	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....		1st Mortgage \$25,000 p. m. gold...	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw'n (C.B. & Q.):						
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1895	108
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	"	1917	109
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C. R. L. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	27	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,426,900	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	800,000	8	"	"	1876	....	1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Cheshire:							1st Mort. guar. by B. & O. & M. & C.	500,000	7	Jan. & July.	Baltimore.	1900	85
Coupon bonds (no Mort.).....	513,700	6	Jan. & July.	Boston.	'77-'96	100	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.):							1st Mortgage of 1863.....	1,248,000	7	May & Nov.	New York.	1890	101
1st Mort. guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1896	....
Chester and Tamaroa:							Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	114	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	103	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	1,379,850	6	Jan. & July.	London.	1903	99	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	109	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort. guar. by I., C. & Ia. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	1,854,000	7	Feb. & Aug.	"	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund conv.	150,000	8	"	"	1888	....	1st Mortgage guar. by C., H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	2d Mortgage.....	65,000	7	"	"	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	112	Cinc., Rich. & Ft. Wayne (G. R. & L.):						
Bonds of 1875, Sinking Fund....	448,000	6</											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,320,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	106 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	112	1st Mortgage for \$22,000 p.m.....	1,061,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1889	....
Regist'd bds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103 1/2	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	111 1/2	1st Mort. \$16,000 p. m. guar.....	1,170,000	6	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by LS&MS.)	1,565,000	7	Jan. & July.	New York.	1885	110 1/2	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	"	1886	108 1/2	1st Mortgage.....	1,907,000	7	Jan. & July.	Boston.	1907	101
Colebrookdale:							1st Mort. (Ionia and Lansing).....	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1905	40	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Can.):						
1st Mortgage.....	225,000	8 1/2	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	45 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	13 1/2	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1890-95	....	2d Mort. (")	100,000	7	Jan. & July.	"	1873	....
2d Mort. (")	344,400	7	Jan. & July.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1846	....
1st Mort. (Cln. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1868.....	110,000	7	March & Sept.	"	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.)						
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1906	108
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort. guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol. Logan's p't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	"	"	1884	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	105
1st Mort. (Union & Logan's port)	815,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	586,000	7	"	"	1894	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cln. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	460,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000.....	1,233,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1891	100	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104 1/2
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	100 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	636,000	6	"	"	1880-85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	104	Company Bonds (" new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	9 1/2
Cowanessque Valley:							Loan of 1867.....	....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	....	6	"	"	1888-89	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	....	7	"	"	1892	....
1st Mortgage.....	303,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	....	7	"	"	1883-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1870	12,613,000	3 1/2	"	Boston.	1906	70
2d Mortgage.....	109,500	8	"	"	1906	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1886	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1892	86
2d Mortgage.....	200,000	7	"	"	1886	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	116
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	103 1/2
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	"	"	1883	115
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	106 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1883	107
1st Mortgage sinking fund guar.	1,944,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.....	182,000	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.....	561,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000	12,078,000	7 1/2	"	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,446	6	"	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	8	Jan. & July.	Boston.	1894
1st Mortgage.....	500												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	109
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,883,000	7	April & Oct.	"	1895	30
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	140,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,504,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1890	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnston & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	1114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	421	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor.Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West.:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	234
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1888	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Wilkorn & Mo. (S. C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	International and Gr. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage & L. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	65
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	1044	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	60
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	11
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'88	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	861
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta	76-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Gilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	492,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	68
Grand Rapids & Indiana:							1st Mortgage.....						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	95	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	801	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
Grand River Valley (Mich. C.):							Ionia and Lansing (D. L. & L. M.):						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	101	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
Grand Trunk (Can.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	100
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	103
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	Ironton (Penn.):						
2d Preference Bonds \$2,327,808	11,639,046	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debenture's \$2,111,500	10,557,500	....	"	Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar. by Pa. R. R.	1,277,000	8	Jan. & July.	New York.	1885	99
Mortgage Bonds \$547,000....	2,735,000	64	April & Oct.	"	77-'78	....	1st Mort. (Northern Ind.) guar.	587,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (238 m.)	2,601,000	8	March & Sept.	"	1891	941
Debenture Bonds \$1,743,160....	8,715,900	6	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1869:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	1021	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	75	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	2,000,000	8	"	"	1899	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (") " " " "	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1890	....
1st Mortgage (Construction)....	1,384,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	975,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	86	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-'94	103	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	1064
Missouri State Loan.....	1,500,000	6	"	"	87-'98	....	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)....	4,000,000	8	March & Sept.	"	1885	991	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	105
1st Mort. (Q. & Palm R.R. 15 m.)	1,000,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	1081
1st Mort. (K. City & Cam. RR 55 m.)	1,300,000	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (377 m.)	1,300,000	7	April & Oct.	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.</										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	104	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,083,000	6*	June & Dec.	"	1896	100 1/2	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	74	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold....	187,000	7*	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	67	1st Mort. (Louisville & Frank't)	39,000	6	"	"	'73-'78	....
2d Mort. (") gold.....	1,600,000	7*	March & Sept.	"	1886	31	1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,600	6	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	90
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	107 1/2
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	101 1/2	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1873	....	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
Laf. Blooming & Miss. (T.W. & W.):							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Macon and Brunswick:						
Laf. Muncie & Bloom. (T.W. & W.):							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1905	....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Madison and Portage:						
Lake Ontario Shore:							1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Maine Central:						
Lake Shore & Michigan South'n:							Consolidated Mortgage.....	2,798,500	7	April & Oct.	Boston.	1912	89 1/2
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	....	\$1,100,000 Loan, tax free.....	756,986	6	Jan. & July.	"	1898	81
Consol. Mort., S.F., Reg'd'd....	7,925,600	7	J. A. J. & O.	"	1900	111 1/2	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Corporat....	3,284,000	7	Jan. & July.	"	1900	113	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	....
2d Consol. Mort. for \$25,000,000.	9,208,000	7	June & Dec.	"	1903	105	1st Mortgage (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	95
Bonds of 1892 (Reg. & Coupon)	3,284,000	7	April & Oct.	"	1892	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
Lake Shore Dividend Bonds:							Consol. (Port. & Kennebec) Loan	1,163,700	6	"	Boston.	1895	83 1/2
Reg. Mort. (Clev., Paim. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
3d Mort. (") " " " " "	1,000,000	7	April & Oct.	"	1892	....	1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. S. & Nor. Ind.)	5,286,000	7	May & Nov.	"	1885	....	Bath Androscoggin Loan.....	425,000	6	"	"	1891	....
2d Mort. (") " " " " "	1,000,000	7	"	"	1877	....	Mansfield & Framing. (B.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
2d Mort. (") " " " " "	819,000	7	April & Oct.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	64
Mort. Bonds (") " " " " "	2,844,800	7	April & Oct.	"	1898	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	30
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	13 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	4th Mortgage.....	2,004,000	6	April & Oct.	"	1908	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	....	Marquette, Houghton & Ontonagon	1,760,000	8	Jun. & Dec.	New York.	1892	90 1/2
2d M. (") " " " " "	500,000	7	June & Dec.	"	1894	....	1st Mort. (Marq. & Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'98	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (C. & P. R.):						
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	....	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	2,200,000	7*	April & Oct.	"	1900	....	Masillon & Clev. (C.M. V. & D.):						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chl.):							Mayville and Lexington:						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	100
Leaven., Lawrence & Galveston:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	Tennessee State Loan.....	1,514,142	6	"	"	....	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Memphis and Little Rock:						
Lehigh and Lackawanna:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage.....	1,000,000	8	"	"	....	....
Lehigh Valley:							Michigan Air Line (Mich. Cent.):						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	111 1/2	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	90
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	111 1/2	Michigan Central:						
2d Mortgage for \$5,000,000.....	5,000,000	7	March & Sept.	"	1910	115	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	100	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	111 1/2
General Mort., registered.....	5,000,000	6*	"	"	1922	99 1/2	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	114
Lewisb. Centre & Spruce C. (Pa. E.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	108 1/2
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	Equipment Bonds for \$300,000..	656,000	8</				

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N.)	\$ 150,000	7*	Jan. & July.	New York.	1911	75	N. O. Jack. & Gt. N. (N. O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	75	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							New Orleans, Mobile and Texas:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N. O. St. L. & Chi.)							1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1916	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1916	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	New York, Boston and Montreal:						
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.							New York & Canada (D. & H. C.)						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	"	1900	....	1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:							New York Central & Hudson R.						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	6,632,906	6	May & Nov.	New York.	1883	1054
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	Bonds for B. & N. F. stk (")	74,506	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	692,000	6	"	"	1883	1044
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	162,000	6	"	"	1883	1044
Missouri, Iowa and Nebraska:							Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	"	1887	1074
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	111
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. } for \$30,000,000	18,465,006	7	Jan. & July.	"	1903	1191
1st Mort. (Tebbo & Neesho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort. reg'd }			"	"	1903	1191
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	454	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
First Additional Consol. Mort.	2,600,000	7	"	"	1905	....	New York and Harlem:						
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Third Additional Consol. Mort.	600,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	120
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, reg. ... }			"	"	1900	1201
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	76	New York Elevated:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	151	1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	914
Mobile and Girard:							N. York, Housatonic & Northern:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	New York, Kingston & Syracuse:						
Plain bonds.....	35,500	8	"	"	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	"	New York.	1903	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	....
Interest bonds.....	1,624,300	8	"	"	'76-'83	....	New York and Oswego Midland:						
Sterling Interest bonds.....	769,920	8*	"	"	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br.)	68,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible.....	1,400,000	7	"	"	1896	....
2d Mortgage.....	1,453,858	7*	March.	"	1877	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	....
Consol. Mort. for \$15,000,000.....	7*	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension).....	2,425,000	7	"	"	....	....
Convertible 1 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	Consolidated Mortgage.....	1,200,000	7	"	"	....	....
Montclair (N. Y. and O. Mid.):							New York, Providence & Boston:						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....		1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
2d Mortgage.....	780,000	7	"	"	....		Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Income Mortgage.....	889,400	7	"	"	....		General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	305,000	8	Jan. & July.	New York.	1877	88
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	187,000	7	"	"	1877	614
Montgomery and Eufaula:							2d Mortgage.....	454,000	8	"	Norfolk.	1893	86
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, NC	1888	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	232,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	1197	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	3,900,000	7	Feb. & Aug.	"	1891	1061	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	1044
Convertible bonds.....	354,000	7	Jan. & July.	"	1900	86	North Pennsylvania:						
Construction bonds.....	678,000	7	Feb. and Aug.	"	1889	86	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1886	1081
Gen'l M. (lat on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	1014	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	111
Special Mortgage.....	1,025,000	7	"	"	....		General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	1064
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	93	North Shore (Flush., N. S. & Cent.):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	Northern Central:						
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	'81-'91	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
New Mortgage.....	4,700,000	7	"	"	1913	1004	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & B. R.	1900	1004
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	100	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimo.	1900	951
2d mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Nashua and Lowell:							Consol. General Mort. S. F.....	4,518,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	1044	Second General Mort. coupon.....	3,000,000	5	"	Baltimore.	1920	....
Newark and New York (C. of N. J.):							Second General Mort. coupon.....	1,000,000	6	"	"	1920	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Stralville:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O.	1878	....
1st Mortgage gold.....	860,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R. R. & lands gold..	4,000,000	7.3*	Jan. & July.	New York.	1900	241
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	981	Northwestern Virginia:						
New Issue for \$380,000.....	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	1004
New Haven and Derby:							Northwestern Union (C. & N. W.):						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
New H. Middle'n & Willman:							Norwich & Worcester (B. H. & E.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
New Haven and Northampton:							Nyaack and Northern:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free.....	750,000	6	April & Oct.</										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	\$ 580,000	7	April & Oct.	Philadelphia.	1896	78 1/2	Mortgage Loan, convertible.....	262,000	6	Jan. & July.	Phila. & Balt.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" " "	1887	103
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	---	Loan of 1872.....	700,000	6	" " "	" " "	1892	106 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" " "	" " "	1900	108
1st Mortgage.....							Pickering Valley (Phila. & Edg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	88
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	113	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	---
1st Mortgage gold.....	10,960,000	7	April & Oct.	New York.	---	---	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1894	95
Ozage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,223,000	7	Feb. & Aug.	Philadelphia.	1890	89
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	---	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" " "	1913	---
Oshkosh & Miss. (C.M. & S.P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	---	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	119
Oswego and Rome (R.W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" " "	1912	---
Income Mortgage.....	500,000	7	May & Nov.	New York.	1916	---	1st Mortgage (Series C).....	875,000	7	March & Sept.	" " "	1912	---
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	" " "	1912	---
1st Mortgage, guaranteed.....	112,100	6	Feb. & Aug.	" " "	1891	---	1st Mortgage (Series E).....	875,000	7	May & Nov.	" " "	1912	---
Ottawa, Oswego & Fox River:							1st Mortgage (Series F).....	875,000	7	June & Dec.	" " "	1912	---
1st Mortgage guar. by C.B. & Q.	201,000	7	May & Nov.	New York.	1885	---	2d Mortgage (Series G).....	860,000	7	Jan. & July.	" " "	1912	115 1/2
Owensboro' and Russellville:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" " "	1912	---
1st Mortgage for \$1,500,000.....	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112 1/2	2d Mortgage (Series I).....	860,000	7	March & Sept.	" " "	1912	---
Pacific of Missouri:							2d Mortgage (Series J).....	860,000	7	April & Oct.	" " "	1912	---
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	103	2d Mortgage (Series K).....	860,000	7	May & Nov.	" " "	1912	---
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" " "	1891	100	2d Mortgage (Series L).....	860,000	7	June & Dec.	" " "	1912	---
3d Mortgage.....	4,000,000	7	May & Nov.	" " "	1891	100	2d Mortgage (Series M).....	860,000	7	April & Oct.	" " "	1912	115
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	---	Construction bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	---
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	---	Equipment bonds.....	1,000,000	8	March & Sept.	" " "	1884	---
1st Mort. (Carondelet Branch).....	600,000	6 1/2	April & Oct.	" " "	1893	70	Pittsburg, Va. and Charleston:						
Paducah and Memphis:							1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	---
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	---	Pittsburg, Wash. & Baltimore:						
Panama:							1st Mort. (Pittsb. & Conn'lville).....	4,000,000	7	Jan. & July.	Baltimore.	1899	96 1/2
General Mortgage, stg £597,800.	2,903,308	7 1/2	April & Oct.	London.	1897	---	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" " "	1902	---
Paris and Decatur:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	---
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	---	Real Estate Mortgage.....	100,000	6	-----	Baltimore.	1883	---
Paterson and Newark (N.Y.):							Plymouth, Kankakee & Pacific:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	---	1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	---
Pekin, Line, & Decatur (T.W. & W.):							Port Huron and Lake Michigan:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	---
Pemberton & Hight (U.C. of N.J.):							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	---
Peninsular (Mich.) Railway:							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" " "	1901	15
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	---	Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Jan. & July.	" " "	1900	---	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	49
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	---	Portland and Oxford Central:						
Pennsylvania:							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	---
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	144 1/2	Portland and Rochester:						
General Mortgage.....	19,989,700	6	J. A. J. & O.	Philadelphia.	1910	107 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	---
General Mortgage, registered.....	29,250,000	6	Jan. & July.	London.	1905	95 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" " "	1887	---
Consolidated Mortgage.....	4,672,119	5	April & Oct.	Philadelphia.	1917-90	---	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" " "	1891	---
State loan for \$7,500,000, skg fd							Port Royal (S. C.):						
Pennsylvania Coal:							1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	---
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	---	1st Mort. gold, guar. by Ga. R.R.	500,000	7	" " "	" " "	1889	---
Pennsylvania and Delaware:							Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	---	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1883	75 1/2
2d Mortgage.....	519,000	7	April & Oct.	" " "	1903	---	Poughkeepsie and Eastern:						
Pennsylvania & New York (L.V.):							1st Mort. gold, conv. & tax free.....	644,500	7 1/2	Jan. & July.	New York.	1910	---
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	116 1/2	2d Mortgage.....	78,000	7	" " "	" " "	---	---
1st Mortgage guaranteed.....	1,500,000	7	" " "	" " "	1906	---	Providence and Worcester:						
Peoria & Bureau Val (C.R.I. & P.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	---
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	---	Stoughton Branch bonds.....	1,000,000	6	" " "	" " "	---	---
Peoria & Hannibal (C.B. & Q.):							Quincy, Alton and St. Louis:						
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	100 1/2	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	---
Peoria, Pekin and Jacksonville:							Quincy and Palmyra:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	---	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	---
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" " "	1900	---	Quincy and Toledo (T.W. & W.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	75
1st Mort. gold, conv. & tax free.....	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	---	Quincy & Warsaw (C.B. & Q.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	---	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	110
Perkiomen (Phila. & Edg):							Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
Petersburg:							2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	---
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1909-98	84 1/2	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" " "	" " "	1902	---	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	---
Philadelphia and Atl. City:							3d Mortgage.....	150,000	7	" " "	" " "	1887	---
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	---	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	---
Philadelphia and Baltimore Cent:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" " "	1890	---
1st Mortgage (Penn. Div. 361 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	---	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" " "	1894	---
1st Mortgage (Md. Div. 91 m.)	300,000	6	" " "	" " "	1891	---	Consol. Mort. for \$2,000,000.....	1,789,500	7	May and Nov.	" " "	1921	116 1/2
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" " "	" " "	1900	---	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	" " "	" " "	---	---
Philadelphia and Erie (Penn.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1890	---
2d Mortgage.....	5,000,000	6	" " "	" " "	1881	104	Virginia State guar. bonds.....	157,800	6	" " "	" " "	1875	---
General Mort. for \$20,000,000.....	7,652,000	6 1/2	Jan. & July.	Phil. or Lond.	1920	---	1st Mort. (Piedmont Branch).....	500,000	8	" " "	" " "	1888	---
Philadelphia and Reading:							1st Mort. (Northwestern, N.O.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	---	---
Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	Philadelphia.	1893	46	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	1915-90	72 1/2
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" " "	" " "	1880	104 1/2	Rich. Frederickburg & Potomac:						
Mortgage Loan of 1868.....	2,700,000	7	Apr. and Oct.	" " "	1893	113	Sterling Loan.....	67,771	6 1/2	Jan. & July.	London.	1875	---
Mortgage Loan of 1869 stg.....	182,400	6 1/2	Jan. & July.	London.	1880	---	Dollar Loan.....	175,428	8	" " "	Richmond.	1875	---
Mortgage Loan of 1845 stg.....	967,200	6	" " "	" " "	1880	---	Dollar Loan, Coupon.....	459,000	8	" " "	" " "	1881	---
Mortgage Loan of 1846 stg.....	134,400	7 1/2	" " "	" " "	1877	---	Dollar Loan.....	124,439	6	various.	" " "	1875	---
Mortgage Loan of 1846 stg.....	7,310,000	7	June & Dec.	Philadelphia.	1911	102 1/2	Richmond and Petersburg:						
Consolidated Dollar coupon.....	3,339,000	7	" " "	" " "	1911	102 1/2	1st Mortgage (Coupon).....	175,000	8	Apr. and Oct.	Richmond.	1860-80	---
Mortgage Gold or stg coup.....	6,999,000	6 1/2	" " "	Phil. or Lond.	1911	---	New mortgage of 1875.....	81,000	7	May & Nov.	" " "	1915	---
June 1, 1871. Gold or stg rog.....	683,000	6 1/2	" " "	" " "	1911	---	Rockford, R. Island & St. Louis:						
Dollar coupon.....	806,000	6 1/2	" " "	Philadelphia.	1911	---	1st Mortgage tax free.....	9,000,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1918	---
New debent. loan, conv.....	10,499,000	7	Jan. & July.	Phil. or Lond.	1892	55	Rome, Watertown & Ogdensburg:						
New Improvement Mort. Loan	9,364,000	6 1/2	Apr. and Oct.	Phil. or Lond.	1897	---	1st Mortgage (W. & R.) skg fund	799,900	7	March & Sept.	New York.	1890	93
Gen'l Mort. stg. S.F. (\$80,000,000)	10,086,000	7 1/2	Jan. & July.	" " "	1908	---	2d Mortgage.....	400,000	7	Jan. & July.	" " "	1922	---
Income Mortgage of 1870.....	1,800,000	6	June & Dec.	Philadelphia.	1896	53	General Mort. S. F.....	1,060,500	7	June & Dec.	" " "	1891	---

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	346,000	5	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,687	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	" "	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8	" "	"	1900	....	2d Mort. " " " "	200,000	7	" "	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1889	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama:						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	1st Mort. endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	63	Sterling Mort., guar. by L. & N.	£1,338,000	6	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1884	30	1st Mortgage gold, assumed.....	7,194,500	6	Jan. & July.	New York.	1888	83
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	102
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	104	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	65	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	102
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	7	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	" "	"	'84-'90	60
1st Mort. (Calro, Ark. & Tex.).....	1,600,000	7	" "	"	1897	....	3d preferred bonds.....	452,800	6	" "	"	'84-'90	66
Consolidated Mortgage.....	1,600,000	7	" "	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	965,000	7	March & Sept.	"	1896	86	1st Mortgage (South Side R. R.).....	750,000	7	March & Sept.	New York.	1887	96
St. Louis, Lawrence and Denver:							2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. conv	1,000,000	7	" "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Naah.).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	94
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	" "	"	1880	....
2d Mortgage (A.) guaranteed.....	1,500,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1895	....	1st Bonds, various conv.....	391,000	7	various.	Macon.	'72-'80	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv.....	300,000	7	" "	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6	May & Nov.	New York.	1906	....	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	2	" "	"	1906	22	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 50m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois E. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (") R. R. & Lands.	8,500,000	7	" "	"	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7	" "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stamstead, Shefford and Chamblay:						
Salem and Lowell (E. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,800	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand, Mansfield & Newark (B&O):							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1891	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A & G):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Boat. Ph.	1904	95
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6	" "	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	" "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (new 1st).....	270,000	7	June & Dec.	"	1887	100
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.).....	400,000	7	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7	" "	"	....	....	Tebo and Neesho (M. K. & T.):						
Schoolcraft & Three R. (L&MS):	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Seima and Gulf:							Bonds of 1873 for \$1,600,000.....	516,000	7	" "	"	1894	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Seima, Marion and Memphis:							1st Mortgage, \$,000 per mile.....	3,852,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	90
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Consolidated Mortgage.....	7,548,000	6	June & Dec.	"	1906	....
Seima, Rome and Dalton:							Income and Land Grant.....	7,706,226	7	July.	N. Y. & Phil.	1915	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,500,000	7	Jan. and July.	....	1906	60
Equipment Mortgage.....	230,000	10	" "	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	

AMERICAN RAILROAD BOND LIST.

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage sfg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1888	....	2d Mort. endor. by Wash. Co...	300,000	6	" " "	"	1890	103
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	65
Convertible Bonds.....	648,000	7	" " "	"	1882	....	3d Mortgage endor. by Balt.....	375,000	6	" " "	"	1900	110
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Con. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1899	103
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,281,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	107	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,283,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	100	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.	2,225,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	105
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'98	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	98
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	100
1st Mortgage gold, sfg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	45	1st Mort. land gr., gold sfg fund	3,900,000	7	Jan. and July.	N.Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	7	" " "	"	1902	....
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	White Water Valley:						
Sterling Loan \$300,000 (U. Co's)	1,844,000	5	" " "	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	19
Sterling Loan \$300,000 (")	1,800,000	6	" " "	"	1894	....	Wico Mico and Pocumoke:						
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	Williamston and Tarboro':						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Sterling S.F. \$282,000 (C. & A.)	1,310,000	6	Feb. and Aug.	London.	1890	....	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	103	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	20
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of 178 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	2d Mortgage coupon or regis...	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold Bonds.....	749,000	7	Jan. and July.	New York.	1896	94
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7.5	J. A. J. & O.	Phil. & Wilm.	1892	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	" " "	"	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	102
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,850,000	7	May and Nov.	"	1907	99
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,375,000	7	June & Dec.	"	1916	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S.F. \$25,000pm	4,618,500	7	Jan. and July.	Boston.	1901	15
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	" " "	"	1885	103	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
2d series (blue).....	850,000	7	" " "	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1895	107
Mortgage 1st series (black).....	138,000	7	" " "	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	CANAL BONDS:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Delaware:						
Vineland:							1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1896	70
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Chesapeake and Ohio:						
Virginia & Tennessee (A.M. & O.):							Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
1st Mortgage.....	5,000	6	Jan. and July.	N.Y. & Lynch.	1878	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	70
2d Mortgage.....	900,000	6	" " "	"	1884	93	Delaware Division (L.C. & N.):						
3d Mortgage.....	999,000	8	March & Sept.	"	1900	100	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	98
Registered Certificates.....	94,191	8	Jan. and July.	"	1875	....	Delaware and Hudson:						
Funded Interest.....	226,900	8	" " "	"	1880	....	1st Mort. (2d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1884	101
Wallkill Valley (Erie):							reg. (3d series, Jan. 1, 1871)	8,000,000	7	" " "	"	1891	101
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	103
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Warren & Franklin (P. T. & B.):							Convertible Debentures.....	61,550	6	" " "	"	1882	....
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	78	Convertible Loan, gold.....	771,900	6	March & Sept.	"	1894	95
Warwick Valley (Erie):							1st Mortgage, registered.....	5,381,903	6	J. A. J. & O.	"	1884	106
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	P. M. A. & N.	"	1897	103
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold...	4,688,500	6	June & Dec.	"	1897	98
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,115,000	7	" " "	"	1911	70
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	55	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. (")	350,000	7	" " "	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	85	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	72	Morris (and Banking):						
3d Mort. (")	600,000	8	May and Nov.	"	1873	37	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. (")	700,000	8	March & Sept.	"	1880	15	Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	100
Funded Coupons (do.)	722,364	....	" " "	"	1896	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1897	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....	1st Mortgage sfg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
Washington and Ohio:							1st Mortgage (Wy. Val. Can.)...	600,000	6	" " "	"		

RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &c., &c.

Companies occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (—) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "S."

Abstract of General Balance Sheet										Value of Shares	
Property and Assets				Liabilities			Operations			Earnings	
Rolling Stock				Accounts and Cash			Freight			Net	
Engines				Stocks			Passengers			Dividends	
2d Track and Sidings				Bonds			Trains Moved			Market	
Branch Line				Accounts			Freight			Par	
Main Line				Surplus Income			Gross			P.C.	
				Assets			Number				
				Surplus Income			Tons				
				Accounts			Passengers				
				Stocks			Trains Moved				
				Bonds			Freight				
				Accounts			Gross				
				Assets			Net				
				Surplus Income			Dividends				
				Accounts			Market				
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				Assets							
				Surplus Income							
				Accounts							
				Stocks							
				Bonds							
				Accounts							
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				Surplus Income							
				Accounts							
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				Accounts							
				Assets							
				Surplus Income							
				Accounts							
				Stocks							
				Bonds							
				Accounts							

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As set out (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *diagonal* signifies "not ascertained."

	Railroad.	Rolling Stock.
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[illegible]

[illegible]

	Rolling Stock.	Rolling Stock.
State Grant Railroads are printed in "Itasca."	State-aid Railroads are distinguished by a "y."	Rolling Stock.

[illegible]

146	St. Louis, Keokuk and Northwestern, Mo.	2,550,000	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
147	St. Louis, Rock Island & Chicago, Ill.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
148	St. Louis, St. Paul & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
149	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
150	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
151	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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154	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
155	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
156	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
157	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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159	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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162	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
163	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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168	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
169	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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175	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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194	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,213	410,241	131,025	100
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202	St. Paul, St. Louis & Northern Pacific, Minn.	1,290,163	14,119,000	1,290,163	141,898	22,982	986	1,750,000	800,000	85.0	275.4	651,436	142,626	74,21			

Northern Pacific Railroad.

At the annual meeting of the Northern Pacific Railroad Company, held at their office, 23 Fifth Avenue, New York, on the 25th ult., the following gentlemen were elected directors: Charles B. Wright of Pennsylvania, Frederick Billings of Vermont, George W. Cass of New York, Charles-magne Tower of Pennsylvania, J. C. Ainsworth of Oregon, George Stark of New Hampshire, Joseph Dilworth of Pennsylvania, Alexander Mitchell of Wisconsin, Johnston Livingston of New York, J. Frailey Smith of Pennsylvania, John M. Denison of Maryland, Benjamin P. Cheney of Massachusetts, Richard L. Ashhurst of Pennsylvania. At a meeting of the directors held subsequently the following officers were re-elected: Charles B. Wright, President; Samuel Wilkinson, Secretary; and George E. Beebe, Treasurer.

Statement of the Public Debt of the United States, October 1, 1878.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$280,000 00	\$3,500 00
5 per cent. 1861 bonds, 1861..	18,415,000 00	276,225 00
6 per cent. bonds, 1861 (Oregon), 1861.....	945,000 00	14,175 00
6 per cent. 1861 bonds, 1861..	189,321,350 00	2,839,820 25
6 per cent. 1861 bonds, 1863..	75,000,000 00	1,125,000 00
6 per cent. 10-40 bonds, 1864..	194,566,300 00	610,692 92
6 per cent. consols, 1865.....	81,734,160 00	1,226,012 25
6 per cent. consols, 1867.....	810,614,100 00	4,659,211 60
6 per cent. consols, 1868.....	37,485,300 00	661,979 56
6 per cent. funded loan of 1861	508,440,350 00	4,237,002 92
4 per cent. funded loan of 1891	260,000,000 00	937,500 00
4 per cent. funded loan of 1907.	151,500,000 00	1,515,000 00

Aggregate of debt bearing coin interest.....	\$1,818,261,550 00	\$18,208,869 34
Interest due and unpaid.....		9,346,289 13

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$105,000 00
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DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1853.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	419,150 00	860 52
6 per cent. 5-20 bonds, called June, 1864.....	91,300 00	665 84
6 per cent. 5-20 bonds, called 1865.....	251,200 00	64,096 56
6 per cent. Consol. bonds, called, 1865.....	11,020,300 00	167,944 06
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1867.....	1,800 00	102 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,700 80	1,141 30
5 per cent. 1 year notes, 1863.....	51,015 00	2,562 85
5 per cent. 2 year notes, 1863.....	38,550 00	2,115 65
6 per cent. compound interest notes, 1863-64.....	271,170 00	64,828 17
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	155,650 00	7,367 92
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	258 06
3 per cent. certificates called.....	5,000 00	394 81

Aggregate of debt on which interest has ceased since maturity.....	\$12,524,690 26	\$373,595 09
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DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$62,080 00
Legal tender notes, 1862-63.....	246,681,016 00
Certificates of deposit.....	40,710,000 00
Fractional currency, 1862-64.....	16,297,429 58
Coin certificates, 1863.....	32,236,600 00
Silver certificates.....	1,948,070 00
Unclaimed interest.....	9,547 03

Aggregate of debt bearing no interest.....	\$438,425,195 58	\$9,547 03
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RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$718,494,900 00	
Bonds at 5 per cent.....	703,268,650 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	151,500,000 00	
	\$1,818,261,550 00	\$27,551,158 47
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	105,000 00
Debt on which interest has ceased since maturity.....	12,524,690 26	373,595 09
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,743,096 00	
Certificates of deposit.....	40,710,000 00	
Fractional currency.....	16,297,429 58	
Coin and Silver Certificates.....	34,674,670 00	
	\$438,425,195 58	
Unclaimed interest.....		9,547 03

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,283,211,435 84	\$28,039,290 59
		\$2,311,250,726 43

AMOUNT IN TREASURY.

Coin.....	\$232,639,648 37
Currency.....	1,972,593 88
Currency held for redemption of fractional currency.....	10,000,000 00
Special deposit held for redemption of certificates of deposit as provided by law...	40,710,000 00
	\$285,342,240 45

Debt, less amount in Treasury, Oct. 1, 1878..	\$2,025,908,485 95
Debt, less amount in Treasury, on the 1st ult.	2,029,105,020 07

Decrease of debt during the past month..	\$3,196,534 09
Decrease of debt since June 30, 1878.....	9,873,345 84

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
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	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$388,276 80
Kansas Pacific bonds, 1862-64.....	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.....	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	24,424 80

Totals.....	\$64,623,512 00	\$969,352 68
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Interest paid by United States, \$39,335,039 54; interest repaid by transportation of mails, &c., \$10,279,181 35; balance of interest paid by United States, \$29,055,858 51.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1878.

JOHN SHERMAN,
Secretary of the Treasury.

* This amount includes \$41,500,000 Five-twenty called Bonds not yet matured, against which a like amount of 4 per cent Bonds have been issued and are embraced in this statement, and the amount included in the coin balance.

The Cape Cod Ship Canal Company met in Boston on the 24th ult., and accepted the act passed at the last session of the Legislature, extending the time for the construction of the canal, and reducing the capital from ten millions to four millions of dollars.

In the U. S. District Court at St. Louis, on the 20th ult., Judge Treat granted a peremptory mandamus to compel Franklin county, in Missouri, to pay defaulted interest on two hundred thousand dollars of its bonds.

The first locomotive and train—being the construction train of the Pittsburg and Lake Erie Railroad—crossed the Ohio River at Rochester, Penn., on the 20th ult.

The gross earnings of the Wabash Railroad Company for the month of August were \$577,989 57, the expenses \$341,959 08, and the net earnings \$235,980 49.

The Gold and Stock Telegraph Company have declared a dividend of 1 1/2 per cent, payable October 15.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 1.

	W. 25. Th. 26. F. 27. Sat. 28. M. 30. Tu. 1.
Allegheny Val. 7 3-10s.....	108
7s, Income.....	108
Camden & Am. 6s, 1883.....	111
6s, 1889.....	111
Mort. 6s, 1889.....	111
Camden and Atlantic.....	111
Preferred.....	111
1st mortgage.....	111
2d mortgage.....	111
Catawissa.....	111
Preferred.....	111
New preferred.....	111
7s, new.....	111
Del. & Bound Brook.....	111
7s.....	111
Elmira & Williamsport.....	111
Preferred.....	111
7s.....	111
Hunt. & B. Top Mt.....	111
Preferred.....	111
2d mortgage.....	111
Lehigh Navigation.....	111
6s, 1884.....	111
Gold Loan.....	111
Railroad Loan.....	111
Conv. Gold Loan.....	111
Lehigh Valley.....	111
6s, new, coupon.....	111
6s, new, registered.....	111
7s.....	111
Consol. mort. 6s.....	111
Little Schuylkill.....	111
Minehill & Sch. Haven. 49.....	111
North Pennsylvania.....	111
1st mortgage 6s.....	111
2d mortgage 7s.....	111
Gen'l mort. 7s, coup. 106.....	111
Gen'l Mort. 7s, reg.....	111
Northern Central.....	111
Pennsylvania R. R.....	111
1st mortgage.....	111
Gen'l mortgage.....	111
Gen'l mort. reg.....	111
Consol. mort. 6s.....	111
Penn. & N. Y. Canal 7s.....	111
Penn. State 6s. 2d series 104.....	111
do. 3d series.....	111
do. 5s, new.....	111
Philadelphia City 6s.....	111
6s, new.....	111
Phila. and Reading.....	111
Debtore bonds.....	111
7s, of 1893.....	111
7s, new convertible.....	111
Gen'l mortgage 7s.....	111
Gen'l mortgage, reg.....	111
Philadelphia and Erie.....	111
1st mortgage, 6s.....	111
2d mortgage, 7s.....	111
Pittab., Cin. & St. L. 7s. 88.....	111
Pittab., Titusv. & Buff. 4.....	111
7s.....	111
Schuylkill Navigation.....	111
Preferred.....	111
6s, 1872.....	111
6s, 1882.....	111
6s, 1895.....	111
United Co. of N. Jersey 127x.....	111
Hestonville, (Horse). 10.....	111
Chestnut & Wal. (do.).....	111
Germantown (do.).....	111
Green and Coates (do.).....	111
Lombard & 8th (do.).....	111
2d and 3d streets (do.).....	111
Spruce and Pine (do.).....	111
18th and 15th sts (do.).....	111

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 1.

	W. 25. Th. 26. F. 27. Sat. 28. M. 30. Tu. 1.
Baltimore and Ohio.....	91
6s, 1880.....	90
6s, 1885.....	102
Central Ohio.....	102
1st mortgage.....	102
Marietta & Cincinnati.....	82
1st mortgage, 7s.....	81
2d mortgage, 7s.....	30
3d mortgage, 8s.....	30
Northern Central.....	15
2d mortgage, 6s 1885.....	100
3d mortgage, 6s, 1900.....	100
6s, 1900, Gold.....	93
Orange and Alex. 1st.....	100
2d mortgage, 6s.....	100
3d mortgage, 8s.....	100
4th mortgage, 8s.....	100
O., Alex. & Manassas 7s.....	62
Pittab. & Connellav. 7s 90.....	96
Virginia 6s, Consol.....	82
Consol. Coupons.....	82
Deferred Certificates.....	82
Western Maryland.....	108
1st M., end. by Balt.....	108
2d M., do.....	108
3d M., do.....	108
1st M., unendorsed.....	108
2d M., end. Wash. Co.....	108
3d M., preferred.....	108
City Passenger & R.....	108

New York Stock Exchange.
 Closing Prices for the week ending Oct. 2.

	Th. 26	F. 27	Sat. 28	M. 30	Tu. 1	W. 2
Adams Express.....	104	104	104	104	104	104
Albany and Susq.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
American Express.....	49	49	49	49	49	49
Am. Dock and Imp. 7s.....	60	60	60	60	60	60
Atlantic & Pacific Tel. 27	27	27	27	27	27	27
Burl. C. E. & Nor.....	23	23	23	23	23	23
1st mortgage 6s.....	71	71	71	71	71	71
Canada So. 1st guar.....	75	75	75	75	75	75
Central of N. Jersey.....	35	35	35	35	35	35
1st mortgage 1890.....	134	134	134	134	134	134
7s, consolidated.....	100	100	100	100	100	100
7s, convertible.....	100	100	100	100	100	100
Central Pacific 6s, gold.....	100	100	100	100	100	100
1st M. (San Joaquin).....	93	93	93	93	93	93
1st M. (Cal. and Or.).....	91	91	91	91	91	91
Land grant 6s.....	92	92	92	92	92	92
Chicago and Alton.....	84	84	84	84	84	84
Preferred.....	114	114	114	114	114	114
Sinking Fund.....	112	112	112	112	112	112
Chic. Burl. & Quincy 112	112	112	112	112	112	112
7s Consol, 1905.....	112	112	112	112	112	112
Chic. & Milwaukee 1st.....	112	112	112	112	112	112
Chic. Mil. and St. Paul. 20	32	32	32	32	32	32
Preferred.....	71	71	71	71	71	71
1st mortgage, 7s.....	119	119	119	119	119	119
2d mortgage, 7 1/2-10s.....	108	108	108	108	108	108
7s, gold.....	108	108	108	108	108	108
1st M. (La Crosse div.).....	106	106	106	106	106	106
1st M. (I. and M. div.).....	100	100	100	100	100	100
1st M. (I. and D. div.).....	100	100	100	100	100	100
1st M. (H. & D. div.).....	100	100	100	100	100	100
1st M. (C. & M. div.).....	100	100	100	100	100	100
Consolidated S. F.....	95	95	95	95	95	95
Chic. & Northwestern 29	42	42	42	42	42	42
Preferred.....	71	71	71	71	71	71
1st mortgage.....	107	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107	107
Consolidated 7s.....	102	102	102	102	102	102
Consol. Gold bonds. 101	102	102	102	102	102	102
Do. reg.....	102	102	102	102	102	102
Chic. Rock Isl. & Pac. 118	118	118	118	118	118	118
7s, 1896.....	118	118	118	118	118	118
6s, S. F.....	109	109	109	109	109	109
6s, 1917.....	109	109	109	109	109	109
Olev. Col. C. and Ind. 33	33	33	33	33	33	33
1st mortgage.....	84	84	84	84	84	84
Olev. & Pittsburg guar. 82	82	82	82	82	82	82
7s, Consolidated.....	84	84	84	84	84	84
4th mortgage.....	84	84	84	84	84	84
Olev. P. and Ash. 7s.....	84	84	84	84	84	84
7s, new.....	84	84	84	84	84	84
Col. Chl. & Ind. Cent.....	4	4	4	4	4	4
1st mortgage.....	45	45	45	45	45	45
2d mortgage.....	45	45	45	45	45	45
Del. & Hudson Canal. 49	50	50	50	50	50	50
Reg. 7s, 1891.....	68	68	68	68	68	68
Reg. 7s, 1894.....	62	62	62	62	62	62
7s, 1894.....	51	51	51	51	51	51
Del. Lack. & Western. 53	54	54	54	54	54	54
2d mortgage 7s.....	56	56	56	56	56	56
7s, Convertible.....	55	55	55	55	55	55
7s, Consol. 1907.....	55	55	55	55	55	55
Et. of Columbia 3-6s.....	78	78	78	78	78	78
Erie Railway.....	13	13	13	13	13	13
Preferred.....	27	27	27	27	27	27
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
4th mortgage.....	108	108	108	108	108	108
5th mortgage.....	108	108	108	108	108	108
Great Western 1st mort.....	102	102	102	102	102	102
2d mortgage.....	72	72	72	72	72	72
Hannibal & St. Joseph 15	15	15	15	15	15	15
Preferred.....	38	38	38	38	38	38
8s, Convertible.....	99	99	99	99	99	99
Hudson River 2d mort.....	82	82	82	82	82	82
Illinois Central.....	81	81	81	81	81	81
Kansas Pacific.....	4	4	4	4	4	4
Lake Shore & Mich. So. 67	69	69	69	69	69	69
Consol. 7s.....	113	113	113	113	113	113
Consol. 7s, reg.....	107	107	107	107	107	107
2d Consolidated.....	107	107	107	107	107	107
Lake Shore Div. bonds.....	107	107	107	107	107	107
Leh. & W. B. 7s, Con.....	110	110	110	110	110	110
Long Dock bonds.....	110	110	110	110	110	110
L'ville & Nash. 7s Cons.....	71	71	71	71	71	71
Michigan Central.....	71	71	71	71	71	71
7s, 1902.....	113	113	113	113	113	113
8s, 1892, S. F.....	85	85	85	85	85	85
M. B. and N. I. 1st, S. F.....	85	85	85	85	85	85
Morris and Essex.....	85	85	85	85	85	85
1st mortgage.....	119	119	119	119	119	119
2d mortgage.....	109	109	109	109	109	109
7s of 1871.....	101	101	101	101	101	101
7s, Convertible.....	98	98	98	98	98	98
7s, Consolidated.....	114	114	114	114	114	114
N. Y. Cent. & Hud. Riv 113	113	113	113	113	113	113
7s, Sinking fund, 1876.....	105	105	105	105	105	105
6s, Sinking fund, 1883 105	107	107	107	107	107	107
6s, Sinking fund, 1887.....	107	107	107	107	107	107
1st mortgage.....	119	119	119	119	119	119
1st mortgage reg.....	119	119	119	119	119	119
N. Y. Elevated 1st M. 89	90	90	90	90	90	90
N. York and Harlem.....	137	137	137	137	137	137
Preferred.....	135	135	135	135	135	135
1st mortgage.....	135	135	135	135	135	135
1st mortgage, reg.....	135	135	135	135	135	135

New York Stock Exchange.
 Closing Prices for the week ending Oct. 2.

	Th. 26	F. 27	Sat. 28	M. 30	Tu. 1	W. 2
New Jersey.....	158	158	158	158	158	158
N. Y. N. Haven & Hart 158	158	158	158	158	158	158
North Missouri 1st M.....	104	104	104	104	104	104
Ohio and Mississipp.....	7	7	7	7	7	7
Preferred.....	66	66	66	66	66	66
2d mortgage.....	101	101	101	101	101	101
Consolidated 7s.....	101	101	101	101	101	101
Consol. Sinking fund.....	101	101	101	101	101	101
Ontario Silver.....	39	39	39	39	39	39
Pacific Mail S. S. Co. 17	17	17	17	17	17	17
Pacific R. R. of Mo.....	103	103	103	103	103	103
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
Panama.....	124	124	124	124	124	124
Pitts., Ft. W. & Chl. 98	97	97	97	97	97	97
1st mortgage.....	119	119	119	119	119	119
2d mortgage.....	119	119	119	119	119	119
Pullman Palace Car.....	76	76	76	76	76	76
Quicksilver Mining Co.....	33	33	33	33	33	33
Preferred.....	33	33	33	33	33	33
St. L., Alton and T. H.....	110	110	110	110	110	110
Preferred.....	65	65	65	65	65	65
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104
Income bonds.....	104	104	104	104	104	104
St. L., Iron Mt. & S'ha 8	8	8	8	8	8	8
2d mortgage.....	104	104	104	104	104	104
St. L., Jack. & Chl. 1st.....	20	20	20	20	20	20
St. L., Kan. City & N.....	20	20	20	20	20	20
Preferred.....	20	20	20	20	20	20
Tol. P. & W. 1st E. D.....	98	98	98	98	98	98
1st mort., West. Div.....	68	68	68	68	68	68
Union Pacific.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
Land Grant 7s.....	107	107	107	107	107	107
Sinking Fund 8s.....	100	100	100	100	100	100
United States Express.....	50	50	50	50	50	50
Wabash.....	18	18	18	18	18	18
1st mortgage.....	73	73	73	73	73	73
2d mortgage.....	73	73	73	73	73	73
7s, Consolidated.....	80	80	80	80	80	80
St. Louis Division.....	80	80	80	80	80	80
Wells-Fargo Express.....	95	95	95	95	95	95
Western Pacific bonds.....	103	103	103	103	103	103
Western Union Tel.....	95	95	95	95	95	95
7s, S. F. conv., 1900.....	97	97	97	97	97	97

Boston Stock Exchange.

Closing Prices for the week ending Oct. 2.

	Th. 26	F. 27	Sat. 28	M. 30	Tu. 1	W. 2
Atch., Top. and Sap. Fe. 72	74	74	74	74	81	82
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	99	99	99	97	98	100
Land Grant 7s.....	106	106	106	106	106	106
Income 8s.....	130	130	130	130	130	130
Boston and Albany.....	130	130	130	130	130	130
7s, reg.....	117	117	117	117	117	117
6s, 1895.....	117	117	117	117	117	117
Boston and Lowell.....	109	109	109	109	109	109
7s.....	109	109	109	109	109	109
Boston and Maine.....	109	109	109	109	109	109
Boston and Providence.....	109	109	109	109	109	109
Boston, Hart. & Erie 7s 28	28	28	27	27	27	27
Boston Water Power .. 2	2	2	2	2	2	2
Burl. & Mo. R. L. G. 7s.....	104	104	104	104	104	104
Burl. & Mo. R. in Neb. 10b	104	104	104	104	104	104
8s, old.....	112	112	112	112	112	112
8s, new.....	112	112	112	112	112	112
Chl., Burl. and Quincy 111	112	112	112	112	112	112
7s.....	112	112	112	112	112	112
8s, new.....	112	112	112	112	112	112
Cin., Sand. and Cleve.....	4	4	4	4	4	4
Concord (\$50).....	76	76	76	76	76	76
Connecticut River.....	14	14	14	14	14	14
Eastern.....	69	69	69	69	69	69
Script.....	69	69	69	69	69	69
New 34 Bonds.....	69	69	69	69	69	69
Fitchburg.....	76	76	76	76	76	76
Kan. C., Top. & West.....	76	76	76	76	76	76
1st mortgage.....	80	80	80	80	80	80
Michigan Central.....	71	71	71	71	71	71
Nashua and Lowell.....	71	71	71	71	71	71
Northern, N. H.....	92	92	92	92	92	92
Norwich & Worcester.....	18	18	18	18	18	18
Ogden & Lake Cham 18	18	17	15	15	15	15
Preferred.....	76	75	71	72	71	71
Old Colony.....	102	104	104	104	104	104
7s.....	102	104	104	104	104	104
Ph., Wil. & Balt. (\$50).....	63	63	63	63	63	63
Portl'd, Saco & Ports.....	88	88	87	87	87	87
Pueblo & Ara. Val. 39	45	45	40	55	60	60
7s.....	45	45	40	55	60	60
Pullman Palace Car.....	75	75	75	75	75	75
8s.....	75	75	75	75	75	75
Union Pacific.....	99	99	99	99	99	99
Land Grant 7s.....	99	99	99	99	99	99
Sinking Fund 8s.....	99	99	99	99	99	99
Vermont and Mass.....	105	105	105	105	105	105
Vermont and Maine.....	105	105	105	105	105	105
Worcester and Nashua.....	105	105	105	105	105	105
Cambridge (Horse).....	105	105	105	105	105	105
Metropolitan (").....	89	89	89	89	89	89
Middlesex (").....	89	89	89	89	89	89
Central Mining Co.....	105	105	105	105	105	105
Calumet and Hecla.....	182	182	182	182	182	182
Copper Falls.....	105	105	105	105	105	105
Franklin.....	105	105	105	105	105	105
Quincy.....	105	105	105	105	105	105

paid on the public debt is \$28,039,290.59. Since June 30, 1878, the reduction in the public debt amounts to \$9,878,845.84. It is not yet possible to determine whether the entire issue of 5-20s now being called in can be replaced by new 4 per cents before the next session of Congress or not. We are inclined to think they cannot.

The Stock market has exhibited a marked increase of traffic since our last report. Sales on Saturday were 259,000 shares; Monday, 173,000; Tuesday, 188,000, and Wednesday, 170,000.

Of this recent business it is only the truth to remark that a good proportion of the sales were believed to be not genuine—"washed" is the name for them on the street. Of the 188,000 shares reported sold on Tuesday more than one-third were Chicago and Northwestern; which stock is controlled by a well-known operator whose ordinary as well as extraordinary dealings are past finding out. Why there should be any extraordinary speculation in the "granger" stocks at this moment is a matter no one has discovered. As we have before told our readers, the roads in question are doing a satisfactory business now, which business will in all probability increase or at least be well maintained as the season advances. Beyond this fact there is nothing to predicate any increase of value. The difference between dividends earned and dividends paid is a matter for investors to examine for themselves.

The subscriptions to the new Government 4 per cents have not equaled those of the earlier weeks in the month just passed. No late call for 5-20s has been made by reason of this falling off in subscriptions. The fact that both coupon and registered 4 per cents can now be bought at par will probably quicken the sale. We now quote all issues as follows:

United States 6s, 1881, registered, 107 $\frac{3}{4}$ @107 $\frac{3}{4}$; do. coupon, 107 $\frac{3}{4}$ @107 $\frac{3}{4}$; 5-20s, 1865, new, registered, 102 $\frac{3}{4}$ @103; do. coupon, 102 $\frac{3}{4}$ @103; do. 1867, registered, 105 $\frac{3}{8}$ @105 $\frac{1}{2}$; do. coupon, 105 $\frac{1}{4}$ @105 $\frac{1}{2}$; do. 1868, registered, 107@107 $\frac{1}{2}$; do. coupon, 107 $\frac{1}{4}$ @107 $\frac{1}{2}$; ten-forties, registered, 106@106 $\frac{1}{4}$; do. coupon, 106@106 $\frac{1}{4}$; 5 per cents, 1881, registered, 105 $\frac{3}{8}$ @106; do. coupon, 105 $\frac{1}{4}$ @105 $\frac{3}{4}$; 4 $\frac{1}{2}$ per cents, 1891, registered, 103 $\frac{3}{8}$ @103 $\frac{1}{2}$; do. coupon, 103 $\frac{3}{8}$ @103 $\frac{1}{2}$; 4 per cents, 1907, reg., 99 $\frac{3}{4}$ @100; do. coupon, 99 $\frac{3}{4}$ @100; sizes, currency, 119 $\frac{1}{2}$ @119 $\frac{1}{2}$.

The Money market continues to harden, which fact indicates plainly a revival of trade. There is a fair demand for money but still at low rates. Call loans are made at 2 $\frac{1}{2}$ @3 per cent for Government securities. For stock collaterals about 1 per cent more is demanded. Discounts are showing more firmness, although prime short date commercial paper is scarce. The rate for such paper is 5 per cent and upwards.

The City bank statement for last week showed a falling off of more than \$3,000,000 in legal tender reserve, the money having gone West to move the crops. This fact was used by lenders as an argument for raising rates, money being too cheap here compared with other cities. But those who expect to see an early return to former rates will be disappointed. The West that has been such a constant borrower was never before so easy as now. Instead of \$3,000,000 now sent West they would have required three times that amount to

move the crops. At the present rate of production the West will soon cease to borrow having a surplus to lend.

Notwithstanding the Bank of England continues to gain in coin balances there is evident alarm at the continued stream of American exports into Great Britain. The question of payment is already disturbing English financiers, and whenever coin shipments shall begin for American account we shall expect a panicky effort on the Bank's part to check them. The small amount of United States bonds now held in Europe will not suffice to pay the balance due us. The coin seems to be the only commodity available; but the coin is coveted at home. Will they pay it?

From Boston our advices indicate a fairly active trade for the season with Money in good supply and demand. On the strength of the New York market hardening better rates were demanded by lenders, but they failed to obtain them. We now quote prime business paper at 4 $\frac{1}{2}$ per cent, for short dates, with less disposition to lend.

Philadelphia reports show a fair volume of business on the Stock Exchange without marked change from our last quotation. Money was in good supply and demand, and the rates in sympathy with New York were becoming stronger although not quotably higher. Railroad stocks were moderately active. Pennsylvania Railroad shares closed at 84 $\frac{3}{8}$ @84 $\frac{1}{2}$. Reading Railroad dull and slightly lower closing at 15 $\frac{1}{2}$.

Baltimore advices show a quiet market for general merchandise. A dull grain market prevailed owing to unfavorable foreign reports concerning exports. In Coffee an active trade was done and large quantities were going into consumption. The Money market was reported dull. Banks have ample funds for all wants, but in general decline any but prime short date paper, of which the market is nearly bare. Baltimore and Ohio Railroad common stock was weak and lower, selling at 87 $\frac{1}{2}$ @90. Northern Central quiet at 14 $\frac{3}{4}$ @15 $\frac{1}{4}$ at the close. Miscellaneous stocks dull with small dealings.

Foreign Exchange is again slightly lower. The nominal rates are 4 80 $\frac{1}{2}$ for 60 day bills, and 4 84 $\frac{1}{2}$ for sight. Actual business however, is done at half a cent below these figures. The supply of cotton bills increasing the market is weak. Sales of documentary bills are reported at 4 79.

Gold has remained steady throughout the week at 100 $\frac{3}{4}$. Bar silver is quoted in London at 61 9-16d. per ounce.

Domestic Produce has been active as heretofore, but with somewhat unfavorable advices from Europe prices are lower. The exportation, however, continues without noticeable change. Receipts of produce have been large at all the ports. The exports for the week (exclusive of specie) have been, currency value, \$7,064,816; and since January 1, 1878, \$261,444,405.

Cotton is again lower. The receipts at the ports have been largely in excess this year since September 1, over the same time in 1877. This may be the cause for a decline in Liverpool, as showing the probable certainty of a supply equal to any immediate wants. We now quote middling uplands at 10 $\frac{3}{4}$ c. for spot cotton. Futures are lower, and sales were reported as follows: For October delivery at 10.62@10.67; for November,

10.56@10.63; for December, 10.56@10.60; for January, 10.58@10.63; for February, 10.66@10.71; for March, 10.76@10.80.

Metals continue dull and nominally unchanged in price. Sales of American and Scotch Pig Iron are only made in a retail way. Stocks are accumulating and the future is not encouraging. Steel Rails alone are active and in good demand. Prices are unchanged, but it is understood that the mills have orders ahead for some months' employment. The continued displacement of iron rails by steel bids fair to continue. This alone will give the steel mills occupation at fair rates; and that is about the only encouraging feature now visible for the metal interests.

Ocean freights have shown some activity during the week with rates remaining steady. Engagements were made to Liverpool for grain, by steam, at 6@6 $\frac{1}{4}$ d.; by sail at 6d.; cotton at 5-16d.@11-32d. To London, by steam, grain, 6 $\frac{1}{4}$ d.@6 $\frac{1}{4}$ d. per bushel of 60 pounds. To Hull, grain, by steam, 7d. To Havre, by steam, grain, 17 $\frac{1}{2}$ cents per bush.; by sail, grain, 5s. 8d. per quarter. Cotton, by steam, $\frac{3}{4}$ c. compressed; by sail, $\frac{3}{8}$ c. To Hamburg, by steam, cotton, $\frac{3}{4}$ c. compressed. At the close free offerings of tonnage were made and rates were slightly easier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Minneapolis and St. Louis 1st mort., 75; Clev., Col., Cin. and Ind. 7s, consol., 88; Louisville and Nashville R.R., 35; do. 2d mort., 90; South Pacific 1st mort., 83 $\frac{1}{4}$; Cedar Falls and Minnesota 1st mort., 88; Missouri, Kansas and Texas R.R., 3 $\frac{3}{4}$; do. 7s, consol. ass., 45 $\frac{1}{2}$; do. 2d, 11; Quincy and Toledo 1st mort., ex mat. coupon, 75; Central of New Jersey 7s, conv. ass., 71 $\frac{1}{2}$; do. 7s, consol. ass., 73; Detroit, Monroe and Toledo 1st mort., 108; Gt. Western 2d mort., 86; Galena and Chicago 1st mort., 104 $\frac{1}{2}$; South Side 1st mort., 95 $\frac{1}{4}$; Kansas Pacific 1st mort. J. & D., 1896, with coup. certif., 100 $\frac{1}{2}$; do. 2d mort. land grant, 21; do. Inc. No. 16, 10; do. 7s, Denier Div., with coup. certif., 74; Lehigh and Wilkesbarre 7s, consol. ass., 45; Syracuse, Binghamton and New York 1st mort., 100 $\frac{1}{4}$; Toledo and Wabash 2d mort., 90; do. 7s, consol., 50; Winona and St. Peter 1st mort., 102; do. 2d mort., 90; Houston and Gt. Northern 1st mort. coup. certif., 60; do. 8s, conv., 11; Buffalo and State Line 1st mort., 91; Toledo, Peoria and Warsaw E. D. 1st Par. Com. Receipts, 95; do. W. D., do., 95 $\frac{1}{2}$; Boston, Hartford and Erie 1st mort., 28; do. guar., 27 $\frac{1}{4}$; St. Louis, Kansas City and Northern R. E. and 2d mort. 7s, 86; Long Island 1st mort., 101; Belleville and Southern Illinois 1st mort., 96; Cleveland and Toledo 7s, S. F., 110 $\frac{1}{4}$; Chesapeake and Ohio 1st mort., coupon on, 27; Rome, Watertown and Ogdensburg 7s, consol., 30; St. Louis and San Francisco pref., 3 $\frac{1}{4}$; do. 1st pref., 8; do. 2d mort. C, 22 $\frac{1}{4}$; Dubuque and Sioux City R.R., 62 $\frac{1}{2}$; Nashville, Chattanooga and St. Louis R.R., 32; Canton Co., 19; Mariposa L. & M. pref., 3 $\frac{1}{2}$; Consol. Coal, 25; Louisiana 7s, consol., 74 $\frac{1}{2}$; Missouri 6s, H. & St. J. issue, 1887, 101; Tennessee 6s, old, 34 $\frac{3}{4}$; do. new, 32; Georgia 7s, gold, ex int., 107 $\frac{3}{4}$; Missouri 6s, fund., 1894-95, 107; do. 6s, 1886, 1887 and 1888, 103 $\frac{3}{4}$; do. 1889, 104; Alabama 6s, 1888, 43 $\frac{1}{2}$; do. 1886,

48½. The latest quotations are: Adams Exp., 106@107; American Exp., 49@50; Atlantic and Pacific Telegraph, 27½@28½; Central Railroad of New Jersey, 35½@35¾; Chicago, Burlington and Quincy, 111½@112½; Chicago and Alton, 83½@84; do. pref., 101½@—; Chicago and North western, 40½@41; do. pref., 71½@71¾; Chicago, Milwaukee and St. Paul, 81¾@82; do. pref., 66¾@68; Chicago, Rock Island and Pacific, 116½@116¾; Cleveland, Columbus, Cincinnati and Indianapolis, 82¼@82¾; Cleveland and Pittsburgh, 84¼@84½; Delaware and Hudson Canal, 51½@52; Delaware, Lackawanna and Western, 54¾@54¾; Erie, 13@13½; do. pref., 27@—; Hannibal and St. Joseph, 15@15½; do. pref., 38¾@39; Illinois Central, 81¾@82; Kansas Pacific, 3½@3½; Lake Shore and Michigan Southern, 68½@68¾; Michigan Central, 70¾@71; Morris and Essex, 84@84½; N. Y. Central and Hudson River, 118¾@118¾; New York and Harlem, 135@137; Ohio and Miss., 8@8½; do. pref., 14½@15½; Pacific Mail, 17@17½; Panama, 122@123; Pittsburgh, Ft. Wayne and Chicago, 98¾@99¼; Quicksilver, 13@13½; do. pref., 33@34; St. Louis, Kansas City and Northern, 4½@4½; do. pref., 20¾@21½; Union Pacific, 66¾@66¾; U. S. Express, 49@50; Wells Fargo Express, 92¾@93½; Western Union Telegraph, 96¾@96¾; Wabash, 19@19½.

Philadelphia.—American Steamship Co. 6s, ex int., 80; Hestonville R. R. 6s, 90; Belvidere Delaware R. R. 1st mort., 105½; Philadelphia and Reading R. R. scrip, 56¾; Steubenville and Indiana 6s, 95; Philadelphia Germantown and Norristown R. R., 100; West Philadelphia R. R., 58; Nesquehoning Valley R. R., 45; Central Transp., 40; Cincinnati 7.30s, M. & N., 102. The latest quotations are: City 6s, 106@107; do. free of tax, 115½@115½; Pennsylvania State 6s, 2d series, 104@105; do. 3d series, 110@111; do. 5s, new loan, 111@111½; Philadelphia and Reading, 16@16½; do. Gen'l mort. 7s, comp., 102½@103; do. reg. 102½@103; do. mort., 6s, 1880, 104@—; do. 7s, new conv., 54@60; do. 7s, 1893, 112¾@113½; United New Jersey R. R. and Canal Co., 129½@130; Pittsburgh, Titusville and Buffalo R. R., 4¼@4¼; do. 7s, 27@30; Camden and Amboy mort. 6s, 1889, 111@111½; Pennsylvania R. R., 35½@35¾; do. 1st mort., 104¾@105; do. gen'l mort., coupon, 107½@108; do. reg. 107@108; do. consol. mort. 6s, reg., 95½@96; Little Schuylkill R. R., 43½@44; Morris Canal, 50@—; do. pref., 124@—; Susq. Canal, 2@6; do. 6s, 28@40; Schuylkill Nav. 3@6; do. pref., 6@7½; do. 6s, 1907, 60@61; do. 1897, 90@92; Elmira and Williamsport pref., 36½@40; do. 7s, 106@107; do. 5s, 66@70; Lehigh Coal and Navigation, 18½@18½; do. 6s, 1884, 104@105; do. R. R. loan, 105½@106; do. Gold Loan, 95@95½; North Pennsylvania, 37½@39; do. 6s, 108@109; do. 7s, 115@116; do. Gen'l mort. 7s, reg., 106@106½; Philadelphia and Erie, 7@8; do. 6s, 104½@105; do. 7s, 102½@103; Minehill, 48½@49; Catawissa, 5@7; do. pref., 35@36½; do. new pref., 32½@33; do. 7s, 1900, 106@—; Lehigh Valley, 39½@39½; do. 6s, new coupon, 111½@112; do. reg., 112½@113; do. 7s, reg., 115@117; do. consol. mort., 100¾@100¾; Fifth and Sixth streets (horse), 87½@90; Second and Third, 82@90; Thirteenth and Fifteenth, 46@47;

Spruce and Pine, 35@38; Green and Coates, 46@48; Chestnut and Walnut, 62@65; Hestonville, 117½@12; Germantown, 48½@52; Union, 65½@73; Lombard and South, 10@14.

Baltimore.—Canton Co. 6s, gold, 92; Virginia and Tennessee 2d mort., 93; Marietta and Cincinnati 1st mort. coupons Feb., 1878, 96; South Side 2d mort., 80; Maryland Defense 6s, 108½; Baltimore City 5s, new, 105½; do. 6s, 1890, 109½; do. 1886, 109; do. 1900, new, 112; do. 6s, exempt, 111½; Cincinnati 7.30s, J. & J., 103¾. The latest quotations are: Cincinnati and Baltimore, 7s, —@90; Wilmington and Weldon 7s, 96@—; Wilmington, Columbia and Augusta 7s, 20@29; Richmond and Danville 1st mort., 76@—; Pittsburgh and Connellsville 7s, 1898, 96@96½; Baltimore and Ohio, 87½@90; do. scrip, 86@—; do. 6s, 1880, 102@102½; do. 1885, 103@106; Northern Central, 15@15½; do. 6s, 1885, 104¼@107½; do. 6s, 1900, 104¼@—; do. 6s, 1900, gold, 98½@—; Marietta and Cincinnati 1st mort. 1892, 83¾@83¾; do. 2d mort. 7s, 29@32; do. 3d mort. 8s, 13@15; Central Ohio, 22@25; do. pref., —@40; do. 1st mort., 99½@100; Western Maryland 1st mort. 6s, 1890, 100@102; do. 1st mort. guar., 108@—; do. 2d mort., guar., —@—; do. 3d mort. guar., 107@108½; do. 2d mort. pref., 65@75; 2d mort., guar. by Washington Co., 103½@—; Virginia and Tennessee 2d mort. 6s, 92@93; do. 3d mort. 8s, 99@101; Orange and Alexandria 1st mort. 6s, 92@96; do. 2d mort. 6s, 75@78; do. 3d mort. 8s, 35@40; do. 4th mort. 8s, 12@—; Orange, Alex. and Manassas 7s, 54@55; Baltimore 6s, 1884, 106@108½; do. 1886, 108½@109½; do. 1886, new, 107@—; do. 1890, 109@109½; do. 1900, 110@—; do. 1900, new, 112@112; do. 1902, 112@113; do. 1902, new, 111@112; do. 6s, exempt, 110½@112; do. 5s, 1894, 104@104½; do. 5s, new, 105½@105½; Memphis 6s, 30@—; do. new, 55@60; Maryland Defense 6s, 1883, 108½@109; do. 6s, exempt, 111½@112½; do. 6s, 1890, 106½@—; do. 5s, —@100; Virginia consol. 6s, 54½@55½; do. 2d series, 31½@33; Virginia Consol. coupons, 81½@82; West Virginia def. certif., 6@6½; Baltimore City Passenger R. R., 81@83½; Baltimore and Catonsville R. R., —@15; George's Creek Coal, —@90; Atlantic Coal, 0.00@1.40; Canton Co., 18½@20; do. gold 6s, 91½@92; Union R. R., Canton end., 103½@106.

Boston.—Wichita and Southwestern R. R., 59½; Chicago, Dubuque and Minnesota R. R., 67; New York and New England R. R., 26½; Connecticut and Passumpsic Rivers R. R. pref., 48; Ind., Cin. and Laf. R. R., 35c; Chesire R. R. pref., 33½; Union Railway, 120; Vermont and Massachusetts 6s, 1883, 104¼; Boston and Albany 6s, 1895, 108¼; Boston and Maine 7s, 1893, 116; Rutland 8s, 1902, 74; Iowa Falls and Sioux City 1st mort., 100; Kansas City, Topeka and Western Inc. 7s, 100; Republican Valley 6s, 98; Detroit, Lansing and Northern 7s, 1907, 101; Pottawattomie 7s, 92; Boston and Lowell 7s, 1895, 118¾; Michigan Central (Air Line) 8s, 1890, 105¾; Burlington and Missouri River in Nebraska 6s, exempt, 101; Fitchburg 6s, 1898, 137½; Old Colony 7s, 1892, 115½; Highland Horse 6s, 1898, 100; New Hampshire 6s, 1899, 113½; Massachusetts 5s, 1883, gold, 104½; Charlestown 5s, 1883, 103; Chicago 7s, 1892, 106½; Toledo 6s, 1892,

100; Fitchburg 6s, 1893, 110¾; Portland 6s, 1895, 108¼; Cleveland 7s, 1880, 103¾; do. 6s, 1895, 104; Duncan Silver Mining Co., 3¾.

Lehigh and Eastern Railroad.

A despatch dated Millford, Penn., Sept. 30, says there is no longer any doubt that the Lehigh and Eastern Railroad, to connect the Eastern States with the coal fields of Pennsylvania, will be speedily built, and then adds:

This road has been in contemplation for several years. It is claimed by the company that the proposed route will be considerably shorter than any other route, and that coal can be shipped to Boston and other Eastern cities at a greatly reduced price. The Western terminus will be at Tom Hicken, Penn. From that place the route extends northeast, crossing the Pocono Mountain five miles east of Stroudsburg, Penn., thence passing in an almost air line through the central part of Pike County to Port Jervis, N. Y., where a connection will be made with the New York, Lake Erie and Western Road. Several surveys have been made, but it is now asserted by the contractor that the present route will be established. From Tom Hicken to the Lehigh River, a distance of 25 miles, the survey has been completed, and work will commence this coming month. The estimated cost of building and equipping the road is \$7,000,000, \$5,000,000 of which, Contractor Williams says, is already in hand.

Survey of the Amazon and Madeira Rivers.

The United States steamer Enterprise which has just returned from an exploring expedition on the Amazon and Madeira rivers brings interesting intelligence from Brazil. The expedition was entirely successful in effecting a careful survey of the Madeira which is found to be navigable for five hundred miles, with an irregular depth of water, but not less than twenty feet from July to December. At San Antonio three miles of the railroad which the Messrs. Collins are building were completed. The first six miles are thought to be the worst on the whole route. The engineers who have been out ahead report that for sixty miles there is a stretch of flat ground over which the road will be rapidly constructed. Measurements obtained on the Amazon river show its volume to be seven million cubic feet per second. At Serpa, near the mouth of the Madeira river, the Amazon is a mile wide and sixty feet deep.

The Wilmington (Del.) Every Evening says that the most important interest, that of shipbuilding, is in a healthful condition, and that car building begins to look up—about 200 men are employed.

The Louisville and Nashville Railroad Company has completed negotiations for the construction of the southern division of the Cumberland and Ohio Railroad.

Messrs. Huston & Co., contractors for the completion of the Cincinnati Southern railway, advertise for proposals from bridge builders for work upon thirty-four iron bridges.

Col. William A. Kuper, the first engineer of the Chesapeake and Ohio Railroad, has been appointed Chief Engineer of the Cincinnati Southern Railroad.

The sale of the Montclair and Greenwood Lake Railroad, which was to have taken place on the 30th ult., has been postponed to the 5th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	13,500,000	J. & J.	July '78 24	Little Schuylkill*.....50	\$2,646,100	J. & J.	July '78 1	Ware River*.....100	\$750,000	J. & J.	July '78 24
Atlantic and West Point.....100	1,232,200	J. & J.	July '78 4	Long Island.....50	3,000,000	M. & S.	May '78 10	Warren (N. J.).....100	1,800,000	A. & O.	Oct. '78 3
Atlantic and Gulf guar.....100	786,476	M. & N.	Nov. '78 24	Louisv., Cin. and Lex.*.....50	1,623,483	J. & J.	July '69 3	Warwick Valley.....100	225,000	A. & O.	Oct. '77 24
Atlantic and St. Law*.....100	5,000,000	M. & S.	Sept. '78 1	" " pref.100	848,700	J. & J.	Jan. '74 4	Westchester & Phil. pref.100	821,300	J. & J.	July '78 4
Augusta and Savannah.....100	1,022,900	J. & D.	Dec. '77 24	Louisville & Nashville.....100	9,003,418	F. & A.	Aug. '78 11	West Jersey.....100	1,550,750	J. & J.	Aug. '77 3
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3	Louisv., N. Alb. & Ohi.100	3,000,000	J. & J.	Dec. '70 3	Wilmington & Weldon.....100	1,453,300	J. & D.	June '77 3
Baltimore and Ohio.....100	13,151,962	M. & N.	May '78 4	Lowell and Andover.....100	500,000	J. & J.	July '78 24	Winchester & Potomac*100	180,000	J. & J.	July '78 2
Baltimore and Ohio.....100	1,650,000	A. & O.	June '78 26	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg*100	500,000	J. & J.	July '78 24
Washington Br.....100	320,500	quarterly	Apr. '78 13	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua. 75	1,789,300	J. & J.	July '78 2
Berkshire*.....100	20,000,000	M. & N.	May '78 4	Manchester and Law.....100	1,000,000	M. & N.	May '78 5	HORSE-POWER R. R.			
Boston and Albany.....100	2,523,500	"	"	Marietta & Cincinnati.....100	1,409,912	"	"	Albany City.....100	110,300	"	"
Bos., Cin., F. & N. Bod.100	60,000	J. & D.	June '78 3	" " 1st pref. 50	1,180,719	M. & S.	Sep. '66 3	Baltimore City.....25	1,000,000	J.A.J.O.	Oct. '78 3
Agricultural Br. guar.....100	800,000	M. & N.	May '78 3	" " 2d pref. 50	440,368	M. & S.	Sep. '66 3	Balt., Cat. & El. Mills.....100	110,000	A. & O.	July '78 3
Bost., Con. & Mont.*pref.100	3,250,000	J. & J.	June '78 2	Massachusetts.....100	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref.100	200,000	J.A.J.O.	Apr. '78 4
Boston and Lowell.....100	6,921,274	M. & N.	May '78 3	Memphis & Charleston*25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn).....100	210,000	J.A.J.O.	Apr. '78 4
Boston and Maine.....100	4,000,000	M. & N.	May '78 3	Michigan Central.....100	18,738,204	J. & D.	June '78 2	Broadway & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apr. '78 2
Boston and Providence.....100	131,700	J. & J.	July '78 5	Middlesex Central.....100	2,130 shs	F. & A.	Aug. '78 13	Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apr. '78 3
Attleborough Branch.....100	350,000	quarterly	Dec. '77 2	Mill Creek & Minehill*50	823,375	J. & J.	July '78 5	Brooklyn City.....100	2,000,000	F.M.A.N.	Feb. '78 24
Bost., Bevers B. & Lynn.....100	960,000	J. & D.	June '78 24	M. Hill & Schuyl. Hav.*50	3,556,450	J. & J.	July '78 24	Bushwick (Brooklyn).....100	309,000	J. & J.	July '78 3
Buffalo, N. Y. and Erie*100	8,533,000	F. & A.	Aug. '78 2	Mobile and Montgomery.....100	2,794,800	"	Feb. '78 21	Cambridge.....100	824,300	J. & O.	Oct. '77 4
Burl. & Mo. Riv. in Neb.100	377,400	quarterly	Apr. '78 2	Morris and Essex*.....50	15,000,000	J. & J.	July '78 4	Can. Park, N. & E. Riv.100	1,068,400	J. & J.	July '78 3
Camden and Atlantic.....50	838,311	quarterly	Apr. '78 2	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	July '78 6	Citizens' (Phil.).....50	500,000	M. & N.	Jan. '78 10
Camden & Burl. Co.....100	381,923	J. & J.	July '78 3	Nashua and Lowell.....100	800,000	M. & N.	May '78 2	Citizens' (Pbg.).....50	300,000	M. & N.	Nov. '77 10
Orpe May and Millville*50	447,000	J. & D.	Dec. '77 8	Nashua and Rochester.....100	1,180,000	A. & O.	Oct. '77 3	Coney Island & Brookl.100	600,000	"	"
Catawissa & Fogelsv.*50	426,900	Novemb.	Nov. '74 6	Nashville and Decatur.....100	1,529,000	J. & D.	June '78 3	Continental (Phila.).....50	180,000	M. & N.	Feb. '78 2
Catawissa*.....50	1,159,500	Oct. ber.	Oct. '77 11	Nash, Chat. & St. Louis.....100	6,575,256	A. & O.	Apr. '78 1	D. Dock, E. B'way & Bat.100	1,200,000	F.M.A.N.	Feb. '78 2
" " pref. ....50	2,200,000	M. & N.	May '78 3	Neagutuck.....100	2,000,000	J. & J.	July '78 5	Elizabeth Avenue (N.Y.)100	1,000,000	J. & J.	Jan. '78 6
" " 2d pref. ....50	1,000,000	M. & N.	May '78 3	Nequehoning Valley*.....50	1,000,000	M. & S.	Sep. '78 5	42nd St. & G. St. Ferry.....100	740,000	M. & N.	"
Cayuga and Susq.*.....50	589,116	J. & J.	July '78 5	N. Castle & Beaver Val.*50	1,900,000	quarterly	Apr. '78 2	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Jan. '77 5
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N.	Aug. '78 1	N. Haven & Northamp.....100	605,000	quarterly	Oct. '74 3	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '78 9
" " pref. ....100	769,000	F. & A.	Aug. '78 1	New London Northern*100	1,418,800	quarterly	Apr. '78 14	Girard College (Ph.).....50	500,000	J. & J.	July '78 3
Central of Georgia.....100	7,500,000	J. & J.	July '78 2	N.Y. Cen. & Hudson R.*100	89,428,330	quarterly	Oct. '78 2	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of New Jersey.....100	30,600,000	quarterly	Apr. '78 24	New York and Harlem.....100	8,500,000	J. & J.	July '78 4	Green & Cones St. (Ph.) 50	500,000	J. & J.	Jan. '78 2
Central Ohio*.....50	2,425,000	J. & J.	July '78 2	" " pref.100	1,500,000	J. & J.	July '78 4	Heston, Mantan & Fairm.50	2,050,000	J. & J.	Jan. '77 14
" " pref. ....100	400,000	J. & J.	July '78 3	" " City Line.....100	15,000,000	J. & J.	July '78 5	Highland.....100	290,000	M. & N.	Nov. '77 1
Central Pacific.....100	64,275,500	A. & O.	Oct. '77 4	N. Y., N. H. & Harf. ....100	15,000,000	J. & J.	July '78 6	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Chenango*.....100	380,000	quarterly	July '78 1	N. Y. Provid. & Boston.100	3,000,000	quarterly	Aug. '78 2	Lynn and Boston.....100	200,000	"	"
Cheshire, preferred.....100	2,155,300	J. & J.	July '78 1	N. Y. Bridge & Canad.....100	1,000,000	J. & J.	July '78 3	Malden and Melrose.....100	200,000	"	"
Chicago and Alton.....100	10,065,400	M. & S.	Sept. '78 3	North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3	Metropolitan (Boston).....50	1,500,000	J. & J.	July '78 4
" " pref. ....100	2,425,400	M. & S.	Sept. '78 3	N. Eastern (S.C.) pref.100	96,000	M. & N.	Nov. '77 4	Middlesex (Boston).....100	400,000	M. & N.	May '78 3
Chicago, Burl. & Quincy.....100	27,595,242	M. & S.	Sept. '78 4	North Pennsylvania.....50	3,978,150	F. & A.	Aug. '78 2	Ninth Avenue (N. Y.).....100	797,320	"	"
Chicago, Iowa & Nebra*100	9,916,200	J. & J.	July '78 5	Northern Central.....50	5,542,000	A. & U.	Apr. '76 3	Orange and Newark.....100	332,555	"	"
Chi., Mil. and St. Paul.....100	15,404,261	A. & O.	Dec. '70 7	Northern N. Hampsh.....100	3,088,400	J. & D.	June '78 2	Philadelphia City.....50	475,000	J. & J.	July '78 4
" " pref. ....100	12,279,483	A. & O.	Oct. '78 3	Northern New Jersey.....100	1,000,000	J. & J.	July '78 5	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Chicago & N. Western.....100	14,988,807	J. & D.	June '78 3	Norwich & Worcester*100	2,604,400	J. & J.	July '78 5	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
" " pref. ....100	22,025,608	J. & D.	June '78 3	Ogdensh. & L. Champl.100	2,077,000	J. & J.	July '78 2	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Chicago, R. I. & Pacific.....100	30,980,000	quarterly	Nov. '78 2	Ohio and Mississippi.....100	20,000,000	quarterly	Jan. '78 3	Second Avenue (N.Y.).....100	1,199,500	J.A.J.O.	Apr. '78 2
Chi., Ham. & Dayton.....100	3,600,000	A. & O.	Apr. '78 4	" " pref. ....100	4,030,000	J. & D.	Mar. '78 3	Second & Third St. (Ph.) 10	982,100	quarterly	Jan. '78 3
Cin., Sand. and Cleve.*50	2,980,550	"	Apr. '72 10	Old Colony.....100	6,733,900	J. & J.	July '78 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
" " pref. ....50	413,150	M. & N.	May '78 3	Oswego and Syracuse*100	482,400	F. & A.	Feb. '78 4	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Clev. Col. Cin. & Ind.....100	14,991,800	F. & A.	Feb. '76 3	Panama.....100	7,000,000	quarterly	Aug. '78 3	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	Feb. '78 5
Cleveland & Mahoning*50	5,027,569	M. & N.	May '77 3	Paterson and Hudson*100	632,000	J. & J.	July '78 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '78 2
Cleveland & Pittsburg*50	11,236,150	quarterly	Sept. '78 1	Paterson and Newark*100	250,000	J. & J.	July '78 4	23d street (N. Y.).....100	600,000	J. & J.	Jan. '78 4
Columbus and Xenia*.....50	1,786,800	M.J.S.D.	Sept. '78 2	Paterson and Ramapo*100	248,000	J. & J.	July '78 3	Somerville (Boston).....100	98,000	V. & N.	May '78 3
Colum. & Hocking Val.100	2,500,000	F. & A.	Aug. '78 4	Pember. & Hightstown*50	342,150	J. & J.	May '77 14	South Boston.....50	450,000	J. & J.	July '78 3
Concord.....100	1,600,000	M. & N.	May '78 5	Pennsylvania.....50	68,570,200	quarterly	Feb. '78 4	Union (Boston).....100	374,800	J. & J.	July '78 5
Concord and Porta.....100	350,000	J. & J.	July '78 2	Peoria & Bureau Val.*100	1,300,000	F. & A.	Feb. '78 4	Union (Phila.).....50	400,000	J. & J.	July '78 5
Conn. & Passump Riv. 10	2,175,700	F. & A.	Aug. '78 1	Philadelphia and Erie*50	6,004,300	J. & J.	Jan. '78 4	West Philadelphia.....50	400,000	J. & J.	July '77 10
Connecticut River.....10	2,100,000	J. & J.	July '78 4	" " pref. 50	2,400,000	J. & J.	Jan. '78 4	CANALS.			
Cumberland Valley.....10	1,292,950	J.A.J.O.	July '78 2	Phil. Ger. & Norristwn*50	1,626,250	M.J.S.D.	Sept. '78 3	Chesapeake & Delaware 50	1,933,593	J. & D.	June '75 2
" " 1st pref. ....50	241,900	A. & O.	Apr. '78 4	Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2	Delaware Division.....50	1,633,350	F. & A.	Feb. '78 4
" " 2d pref. ....50	245,000	A. & O.	Apr. '78 4	" " pref. ....50	1,551,800	quarterly	July '78 3	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '78 4
Danbury and Newwicks.....50	600,000	quarterly	Mar. '78 1	Phila. and Trenton*.....100	1,250,100	quarterly	Oct. '78 2	Delaware and Baritan*100	5,847,400	quarterly	Oct. '78 2
Dayton & Michigan*.....50	2,39,350	A. & O.	Apr. '78 1	Phila. Wil. & Balt.....50	11,564,250	J. & J.	July '78 4	Lehigh Coal & Navigat. 50	10,548,550	J.S.D.M.	Sept. '78 1
" " pref. ....50	1,286,100	quarterly	July '78 2	Pittsbf., Ft. W. & Chl.*100	19,714,285	quarterly	July '78 1	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '78 6
Delaware*.....50	1,230,950	J. & J.	July '78 3	" " Special Imp.100	5,504,300	quarterly	July '78 1	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
Del., Lackaw. & Westn.50	25,200,000	quarterly	July '76 24	Pittsfield & N. Adams.....100	460,000	J. & J.	July '78 2	" (preferred).....100	1,175,000	F. & A.	Feb. '78 5
Detroit & Milwaukee*50	822,140	"	"	Portl., Saco & Portsm.....100	1,500,000	J. & J.	July '78 3	Pennsylvania.....50	4,337,950	"	"
" " pref. ....50	2,005,000	J. & D.	Dec. '69 7	Providence & Worcester.....100	2,000,000	J. & J.	July '78 2	Schuyl. Nav. (common)*50	1,908,207	annually	A. '78 100c
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '78 2	Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6	" (pref.) 50	2,898,977	annually	A. '8 140c
East Pennsylvania*.....50	1,309,200	J. & J.	July '78 3	Rensselaer & Saratoga*100	1,000,000	J. & J.	Jan. '78 4	MISCELLANEOUS.			
East Mahoning*.....50	392,950	J. & J.	July '78 3	Richmond & Petersburg.....100	1,008,600	J. & J.	Jan. '78 2	Adams Express.....100	12,000,000	quarterly	June '78 2
East Tenn. Va. & Ga.....100	1,988,274	A. & O.	Apr. '76 3	Roche. & Genesee Val.*110	555,300	J. & J.	Jan. '78 3	American Coal.....25	1,500,000	M. & S.	Sept. '77 24
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3	Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '75 3	American Express.....100	18,000,000	J. & J.	Sept. '78 1
Eastern (N. H.).....100	492,500	F. & A.	Feb. '78 2	Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3	Amoskeag Manuf. Co.....100	3,000,000	J. & D.	June '78 5
Elmira, Jct. & Canand*100	600,000	F. & A.	Nov. '77 2	St. Croix and Penobscot.100	100,000	J. & J.	July '71 2	Calumet and Hecla Mining.....50,000 shs	F.M.A.N.	Aug. '78 4	
Elmira & Williamsport*50	500,000	M. & N.	July '78 3	St. L., Alt. & T. Haute.....100	2,300,000	"	"	Central Mining Co.....100	10,250,000	M. & S.	Jan. '77 24
" " pref. ....50	500,000	J. & J.	July '78 3	St. L., Mt. & South'n.100	14,248,950	F. & A.	Feb. '78 3	Consolidation (Md.) Coal.100	10,250,000	Annual.	Feb. '78 5
Erie Railway.....100	70,000,000	"	"	St. L., Kan. C. & North.100	12,000,000	"	"	George's Creek C. & I.100	100,000	J. & J.	Jan. '78 3
" " pref. ....100	8,536,910	Oct. '73 3	"	" " pref. ....100	12,000,000	"	"	Gilberton Coal Co.....100	100,000	"	Feb. '77 24
Erie and Pittsburg*.....50	1,090,250	quarterly	June '78 1								

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending September 21, as reported by the several carrying companies, amounted to 341,869 tons, against 871,526 tons in corresponding week last year, a decrease of 29,057 tons. The total amount of anthracite mined for the year is 11,418,743 tons, against 13,737,395 tons for same period last year, a decrease of 2,318,652 tons. The quantity of bituminous coal sent to market for the week amounted to 75,997 tons, against 84,053 tons in corresponding week last year, a decrease of 8,056 tons. The total amount of bituminous mined for the year is 2,323,027 tons, against 2,263,845 tons for corresponding period last year, an increase of 59,182 tons. The total tonnage of all kinds of coal for the week is 417,866 tons, against 455,579 tons in corresponding week last year, a decrease of 37,713 tons, and the total tonnage for the coal year is 13,741,770 tons, against 16,001,240 tons to same date last year, a decrease of 2,259,470 tons. The product of the mines of the Cumberland coal region for the week ending September 21 was 40,488 tons, and for the year to that date 1,124,049 tons, an increase of 59,586 tons as compared with the corresponding period of last year. The shipments to the Baltimore and Ohio Railroad were, for the week, 15,605 tons; for the year, 616,220 tons, an increase of 34,425 tons as compared with 1877. The shipments to the Chesapeake and Ohio Canal were, for the week, 21,670 tons; for the year, 420,911 tons, an increase of 44,959 tons as compared with 1877. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week in September was 114,168 tons, of which 89,025 tons were coal, and 25,143 tons coke. The total carried for the year is 3,433,549 tons, of which 2,689,282 tons were coal and 734,400 tons coke. These figures embrace all the coal carried over the road, east and west. The amount of coal on hand at Perth Amboy September 21st was 78,866 tons, to which was added by receipts during the week to the 28th instant 6,484 tons, making a tonnage to that date of 85,350 tons. The shipments during the week to the 28th were 13,718 tons, leaving of stock on hand of 71,632 tons, against 65,379 tons to corresponding date last year.—*Phila. Ledger, Sept. 30.*

Virginia Midland Railroad.

In the Circuit Court at Alexandria, Va., on the 24th ult., in the case of Graham vs. the Virginia Midland Railroad Company, Judge Keith decided:

1. That the claims of employees and parties furnishing supplies do not take priority over the mortgaged debt. The judge declared his sympathy to be with the claimants, but the law being so well established against them, he would not subject himself to a reversal, or them to costs by a decision in their favor.

2. Six per centum interest to be allowed on past due and funded coupons.

3. The first mortgage of the Orange, Alexandria and Manassas Railroad Company takes priority as to the Manassas Gap Railroad, from Manassas to Harrisonburg, over the previous mortgages of the Orange and Alexandria Railroad. In other words, that the road from Manassas to Harrisonburg was not "after-acquired property" of the Orange and Alexandria Railroad Company by reason of the consolidation under the act of Assembly creating the Orange, Alexandria and Manassas Railroad Company, and did not, therefore, pass under the mortgages of the Orange and Alexandria Railroad made previous to the consolidation.

4. The executions against the Virginia Midland Railroad Company which had been issued and the liens of which had attached at the time said road passed into the hands of the receiver were liens on any funds of the company then in hand, and if said funds have been since otherwise appropriated they must be now replaced out of the receipts and applied to the discharge of said executions.

5. The claim of Adams, Hamner & Co. for ex-

tra compensation is rejected, on the ground that it had been released by the act of the claimant's when they assigned all their demands against said company to the Baltimore and Ohio Railroad Company.

6. As to the claim of the Baltimore and Ohio Railroad Company to be subrogated to the right of the State of Virginia, under the third mortgage, the court took further time to consider.

Last fall Messrs. Fannce & Rogers, who were judgment creditors of the Alexandria and Fredericksburg Railway Company, filed suggestions against Receiver Barbour, of the Virginia Midland road, claiming that he had funds of the Alexandria and Fredericksburg road in his hands liable to the lien of the executions on their respective judgments. Judge Keith also disposed of this case yesterday by deciding that the road from Alexandria to Washington was not embraced by the deed of trust upon the road executed in 1866, the road not having at the time of its execution power to build it, and therefore it did not pass under the deed as after-acquired property.

Traveling by Rail.

Many people still entertain the impression that riding on the cars on our railroads is more dangerous than any other mode of conveyance. When an accident happens, as will sometimes be the case, there are many who are ready in unmeasured terms to pronounce railroad travel as extremely dangerous, and all connected with their management as reckless. The fact is that such accidents are far less frequent than most people suppose, and cases of carelessness on the part of the management quite as rare as those in any other department. When an accident does take place it is published in all the papers of the land, and the account is read over and over again, leaving, often, an impression that several accidents have occurred instead of one. The truth is that there is no mode of travel more faithfully watched over and more free from accidents than by rail. This is so to an extent that will astonish most people. As a proof of this we will give some facts and illustrations drawn from and founded upon the last report of the Railroad Commissioners to our State Legislature. In this report the number and particulars of all accidents during the preceding year are given. We wish now to consider the extent of accidents as relating to passengers, and not relating to those injured or killed by the cars while carelessly walking upon or crossing the track.

During the year 1877, of all the passengers on all the railroads belonging to or passing through Connecticut, only one is reported as killed, and that one was on the New York, Providence and Boston Railroad, a luded to as follows: "February 12, 1877, John Conlin, aged about twenty-one years, was found on the track near the bridge west of Stonington. He took the mail train west bound at the junction, and it is supposed walked off the train."

In the above we find a statement of the only accident to a passenger on all the roads of the State during the year 1877. A truly wonderful record—speaking in the strongest mode of the safety of railroads, and of their excellent and careful management. But that we may fully realize the marvelous freedom from accident, let us take a few facts and draw from them one or two illustrations.

From the tables in the report we learn that the number of passengers during the entire year was equivalent to about 4,254,025 for a distance on the average, of 50 miles, or 212,700,799 for one mile. Let us now, in order to give some idea of the immense amount of travel, and of the great degree of safety attending the same, give an illustration based on the supposition that the average distance traveled was 50 miles to a passenger. We will convey them in the old style stage coach and place 10 in each coach. It will require 425,401 coaches and 1,701,604 horses (or four times as many, counting a change for every 12½ miles), and 425,401 drivers. If we place these coaches in a line—allowing 30 feet space to each—the line

will extend 2,417 miles, and at an average rate of eight miles per hour the line of coaches will be about 13 days in passing a given point. Now is there any reason to suppose that this large number would pass over fifty miles of road with only a single accident? But the facts above given constitute the strongest possible testimony in favor of the excellent management of our railroads. Badly managed or neglected, they would prove prolific alayers of men, women and children. Their safety depends entirely upon the knowledge, good judgment and watchful care of all concerned—from the superintendent down to the lowest employe. A single mistake in judgment, a slight neglect of some duty, or a trifling delay in its performance, may result in accident or death to hundreds of passengers and in the loss of millions of dollars of property.—*Hartford (Conn.) Courant.*

Canal Expenditures.

The following is a comparison of the expenditures on the canals for the six months ending August 1, 1877 and 1878:

	1878.	1877.
Erie Canal.....	\$110,371 40	\$207,041 38
Champlain Canal.....	25,811 57	61,184 22
Oswego Canal.....	10,333 82	18,342 74
Black River.....	12,134 11	18,526 80
Genesee Valley.....	\$12,845 49	22,018 30
Cayuga and Seneca....	4,458 83	\$6,508 16
Chenango Canal.....	784 04	1,868 70
Chemung Canal.....	2,713 56	6,190 08
Eastern division.....	75,616 50	170,224 09
Middle division.....	49,032 15	71,821 49
Western division.....	54,804 17	99,525 10

Totals.....\$179,452 82 \$341,630 68
Amount of expenditures by superintendents of repairs, February 1 to August 1, 1877.....\$341,630 68
Amount expended by Canal Commissioners same period.....13,923 12

Total.....\$355,553 80
Amount expended by superintendents of repairs, Feb. 1 to Aug. 1, 1878...\$179,452 82
Amount of expenditure by Superintendent of Public Works, same period.....17,597 24
Amount of salaries and traveling expenses of Superintendent of Public Works and assistants, same period, 8,710 12

Total.....\$205,760 18
Decrease in 1878, \$140,793 62.

Madeira and Mamore Railroad.

The Philadelphia Record says that J. Howard Hiestand, Harry B. Kinport, J. B. Brown, Eli Blifer, Jr., and R. B. Evans, who have just returned from San Antonio, Brazil, where they have been engaged since February last in the construction of the Madeira and Mamore Railroad, report the enterprise of the Messrs. Collins as being at the present time in a flourishing condition. About ten miles of the road have been graded and three miles of this distance are now completed. The engineer corps have surveyed about seventy miles of the road and are pushing rapidly forward. These gentlemen speak confidently of the completion of the road at the expiration of three years from the date of the contract and say that the most difficult part of the work has been completed.

A new arrangement has gone into effect by which the consolidated management of the Allegheny Valley and Pittsburgh, Titusville and Buffalo Railroads no longer exists, Mr. McCargo relinquishing the superintendency of the latter road to his former assistant, Mr. J. C. Hepburn, who will have his offices at Oil City.

St. Louis, Iron Mountain and Southern R. R.

In the suit of the Union Trust Company, of New York, and Baring Brothers, of England, represented by Ward Brothers, of New York, against the St. Louis, Iron Mountain and Southern Railroad Company to foreclose certain consolidated mortgage bonds on the ground of default of payment of interest, Judge Dillon, of the United States Circuit Court has rendered a decision denying the foreclosure, but not dismissing the bill. Judge Treat dissented, giving the opinion that the bill should be dismissed. A division of the opinion will be certified to the Supreme Court. Meanwhile, the case will stand for further hearing or be referred to a Master in Chancery.

Northern Pacific Railroad.

The gross earnings, operating expenses and net earnings of this road for the year ending August 31, 1878, were as follows:

GROSS EARNINGS.

Minnesota Division—	
Freight	\$515,504 99
Passenger	154,304 64
Mail	13,586 44
Express	5,917 11
Miscellaneous	19,864 18
	\$709,177 31

Dakota Division—	
Freight	\$179,041 96
Passenger	89,992 88
Mail	14,783 83
Express	3,827 60
Miscellaneous	15,040 93
	302,686 70

Pacific Division—	
Freight	\$49,012 70
Passenger	67,666 73
Mail	6,615 65
Express	583 87
	123,878 95

Western Railroad Division—	
Freight	\$36,057 28
Passenger	19,131 22
Mail	1,016 68
Express	1,351 90
Miscellaneous	81 56
	57,638 94
	\$1,193,381 90

OPERATING EXPENSES.

Minnesota Division—	
Motive power	\$85,759 80
Maintenance of cars	34,465 84
Maintenance of way	104,610 96
Conducting transportation	60,823 16
General expenses	17,789 55
	\$303,449 31

Dakota Division—	
Motive power	\$67,852 14
Maintenance of cars	14,182 58
Maintenance of way	57,889 18
Conducting transportation	36,885 39
General expenses	13,258 22
	189,567 51

Pacific Division—	
Motive power	\$21,788 94
Maintenance of cars	5,584 69
Maintenance of way	26,539 83
Conducting transportation	23,869 86
General expenses	4,166 62
	80,949 94

Western Railroad Division—	
Motive power	\$4,777 93
Maintenance of cars	964 35
Maintenance of way	4,122 17
Conducting transportation	24,478 81
General expenses	1,371 64
	35,714 90

Total.....\$609,681 66

NET EARNINGS.

Minnesota Division.....	\$405,728 00
Dakota Division.....	113,119 19
Pacific Division.....	42,929 01
Western Railroad Division.....	21,924 04

	\$583,700 24
Deduct—	
For renewal of bridges.....	\$17,858 12
For renewal of cars.....	3,762 43
	21,620 55

Net earnings for the year ending August 31st, 1878.....	\$562,079 69
GEORGE E. BEEBE, Treasurer.	
New York, September 21st, 1878.	

CONDENSED BALANCE SHEET.

DEBTOR.	
Preferred stock.....	\$51,000,000 00
Less issued.....	43,011,267 42
	\$7,988,732 58

First mortgage bonds, etc., surrendered	27,602,997 85
Interest on bonds surrendered.....	10,906,821 18
Preferred stock issued as collateral to notes given by the company.....	1,722,900 00
Preferred stock issued as indemnity to sureties on bonds given United States government.....	2,367,511 20
Preferred stock issued for lost certificates.....	6,000 00

Preferred stock issued for first mortgage bonds attached to notes of former organization, non redeemed and returned into the treasury.....	466,200 00
Common stock.....	\$49,000,000 00
Less issued.....	26,122,300 00
	22,877,700 00

Stock of former organization surrendered.....	23,918,900 00
Common stock issued to parties to complete their original subscription	2,193,700 00
Common stock issued for lost certificates, stock of former organization	9,700 00
Preferred stock and scrip received on land sales to July 31st, 1878, and canceled.....	5,093,524 31
Construction as per last report.....	\$19,464,189 31
Construction since last report.....	124,461 13
	19,588,650 44

Tacoma collieries and coal wharf.....	53,283 97
Telegraph line, St. Paul to Sauk Rapids.....	2,088 25
Equipment.....	1,115,369 55
Trustees of land stocks	735,000 00
Connecting lines.....	606,951 82
Lands, Minnesota & Dakota	\$18,605,949 92
Lands, Pacific.....	5,119,456 79
	23,725,406 71

Coal land, exploration, and selection	13,694 44
Bills receivable and balances due the company.....	27,601 14
Shop material, fuel, etc., on hand.....	127,945 89
Taxes, insurance, interest, etc., paid.....	72,773 01
General and legal expenses, rent, salaries, fuel, printing, advertising, postage, etc., for the year ending September, 1876.....	47,838 20
Do., for the year ending September, 1877	52,655 32
Do., for the year ending September, 1878.....	73,663 91
Suspense	1,047 00
Cash balances in the hands of agents, etc.....	114,489 96
Cash balances in the hands of treasurer	5,857 47
	\$151,518,954 20

CREDITOR.

Capital stock.....	\$100,000,000 00
Assets acquired under decree of court.....	44,968,370 26
Land receipts, net, to July 31st, 1878	5,446,636 18
Net earnings for the year ending September, 1876.....	283,718 13
Net earnings for the year ending September, 1877.....	893,024 77
Net earnings to July 31st, 1878*..	499,449 79
Bills payable, unpaid vouchers, and pay rolls, and debts, due by the company.....	278,011 76
Claims against former organization, excess of collaterals.....	45,355 50
Preferred stock, fractional scrip, due Edwin M. Lewis, trustee, on his deposit of certificates of preferred stock.....	4,387 81
	\$151,518,954 20

* Net earnings to July 31st, 1878, as stated above.....\$499,449 79
Net earnings for August, 1878:

Minnesota and Dakota Divisions and Western Railroad.....	56,712 10
Pacific division	5,917 80

Total net earnings for the year ending August 31st, 1878.....\$562,079 69

Geo. E. BEEBE, Treasurer.
New York, September 20th, 1878.

Evils of Railroad Receiverships.

Judge Baxter, of the United States Court, Cincinnati, in passing upon an application to allow a railroad in the hands of a Receiver to be garnished, took occasion to remark that the practice of placing railroads in the hands of Receivers is altogether too common, and has become a great evil. He cited the case of a railroad in Georgia which cost \$15,000,000. The Receiver in charge in three years issued certificates of indebtedness amounting to \$1,500,000, when the road was sold, the proceeds not being sufficient to pay the certificates. In another case, in Detroit, the road cost over \$8,000,000. When the road came to be sold, eminent counsel requested the Judges to fix a minimum price for the sale, suggesting such price should be a sum sufficient to cover the charges of the Receiver and his lawyer. Judge Baxter said he had observed that when a Receiver got possession he generally ran the road for the benefit of himself and his employees, including the attorneys, and he [the Judge] would hereafter see there should be a reform, in his circuit for the benefit of creditors and stockholders. If proceedings to sell and realize were not pushed to a conclusion, he would vacate the Receivership and give the road back to the company. Great interest is manifested by railroad people in this address.

The Boston Journal says that the Cincinnati, Sandusky and Cleveland Railroad Company "has now funded six coupons, or three years interest, of its second mortgage Bonds, three coupons of which are past due, and are applying the earnings of the road to the payment of the floating debt, which was \$440,000, which will be reduced by this means to \$230,000, which will be further reduced or paid by sales of assets and by increased earnings. The earnings increased about \$80,900 from January 1 to August 15, and are now increasing about \$1000 per week, with chances of a larger increase from the autumn traffic. The

managers are confident that they will be enabled to pay the interest on all the indebtedness in the future, and will soon be clear of all floating incumbrances."

At a general meeting of bondholders of the California and Oregon Railroad, held in Frankfurt, Germany, at which bonds amounting to \$2,811,100 were represented, a resolution was adopted, by a large majority, approving proposals of the committee for acquiring and completing the Oregon Central Railroad, and accepting the financial propositions connected therewith.

The subscription under circular No. 44, for the Leadville extension of the Atchison, Topeka and Santa Fe Railroad, amounts to \$2,373,500, which is \$978,500 in excess of the sum required.

A cable dispatch from London says the directors of the Great Western Railway of Canada announce that after paying interest on terminable bonds and debenture stock there will be no balance remaining for dividends on preferred stock.

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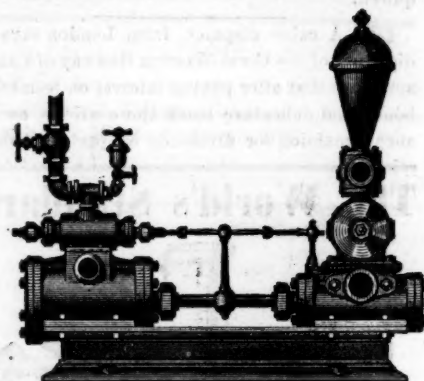
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